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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 8, 1868.

Rockford, Rock Island and St. Louis R. R.

SEVEN PER CENT. INTEREST IN GOLD, free of Government tax. Principal also payable in Gold.

THE FIRST MORTGAGE GOLD BONDS of the Rockford, Rock Island and St. Louis Railroad Company bear Seven per cent. interest, payable semi-annually, 1st February and 1st August, in New York or London, *free of Government tax.*

Each bond is for $1,000, or £200 sterling, and both principal and interest are payable in Gold Coin.

The bonds have fifty years to run, and are convertible into stock, at the option of the holder.

These bonds are in every respect a first-class security, being a first lien on 200 miles of railroad through the finest and most productive portion of Illinois, and upon more than 20,000 acres of coal lands, worth more, on the completion of the road, than the whole issue of bonds.

The Company is prosecuting its work of construction with great energy, and will soon have the best division of its line in successful operation.

The Company is organized on the plan of the Delaware, Lackawanna and Western—combining with the ordinary operations of a railroad the mining, transporting and selling of coal. A present demand exists for all the coal this Company can produce, to supply fuel to connecting roads, and to the population along their lines. More than 1,000 miles of railway, and the population of 30,000 square miles of territory, can be supplied with fuel from this Company's mines more readily and cheaply than from any other quarter. Reserving the right to advance the price at any time, the bonds may for the present be obtained at the office of the Company, No. 12 Wall-st., at 95 per cent. After Aug. 1 accrued interest will be charged.

H. H. BOODY,
Treasurer.

Pacific Railroad of Missouri.

The Pacific Railroad (of Missouri,) through the undersigned, offer for sale a limited amount of their six per cent. gold bonds at 97½ per ct. and accrued interest.

The road extends from St. Louis 283 miles to Kansas City, there connecting with the Union Pacific Railroad (E. D.) and other roads, and was completed in 1865, at an expenditure of over $13,000,000.

The earnings for the year ending February, 1867, were.....	$2,675,874 00
Operating expenses	1,956,644 00
Net earnings were	$719,230 00
For the year ending February, 1868, the earnings were.....	$3,003,681 31
Operating expenses were	2,030,626 33
Net earnings.....	$973,054 92

While for the first quarter of 1868 the net earnings exceed those of same quarter in 1867 by $133,679 69.

The Railroad Company, in order to pay off the State of Missouri for advances in aid of constructing the road as well as all other liens, has issued $7,000,000 of First Mortgage 6 per cent. Bonds, secured by deed of trust to Messrs. JAMES PUNNETT, President of Bank of America, New York; U. A. MURDOCK, President of Continental National Bank, New York, and LUTHER C. CLARK, of CLARK, DODGE & Co.

The bonds run twenty years from Aug. 1, 1868, interest February and August in New York. Principal and interest payable in gold coin.

In offering these bonds to the public we remark that the road passes through the central, most populous, fertile and growing part of the State of Missouri, forms part of an important line, and is a completed and successful enterprise, already earning nearly double the amount required to meet the interest on its entire indebtedness, thus entitling the bonds to the rank of a first class security. Government and other securities received in exchange at market rates.

CLARK, DODGE & Co.,
No. 51 Wall street.

Central Pacific Railroad.

ALWAYS IN DEMAND—Securities with both interest and principal well assured, yielding a profitable income, and having a ready sale throughout a long term of years.

We invite the attention of capitalists, trustees and others to the merits and advantages of the CENTRAL PACIFIC RAILROAD FIRST MORTGAGE BONDS. These bonds are the obligations of a responsible company, whose vast property is administered with all the economy and forethought of individual enterprises. They have as final security the prior claim upon the whole property, which has cost three times the amount of the bonds issued thereupon, and which, in its beginnings, is one of the most profitable railroads in existence. The revenues of the company are sufficient to guaranty the regularity and certainty of interest payments, and a sinking fund is provided for the repayment of the principal.

These bonds have thirty years to run, have already an excellent standing here and in Europe. By authority of National statute laws they are expressly made "*payable in coin*," and at this time pay more than eight per cent. upon the investment. For sale at 103 and accrued interest, in currency, by

FISK & HATCH,
Bankers, &c., 5 Nassau st.

☞ The directors of the White Mountains (N. H.) Railroad have decided to extend their road about six miles the present season, to Wing's road in Bethlehem.

Lake Superior Copper Mines.

We gave in the RAILROAD JOURNAL of March 21, 1868, (p. 372) a correct statement of the product of each of the Lake Superior Copper Mines for 1867. The following is a comparative statement of the product of each district during the past ten years:

	Keweenaw P'tage District.	Lake Octonagon District.	Total Tons.
1858....	2,232.9	1,184.1	2,658.6	6,075.6
1859....	1,937.7	1,605.6	2,621.0	6,164.4
1860....	1,940.9	2,797.6	3,688.4	8,426.9
1861....	2,203.6	3,811 6	3,507.9	9,523.1
1862...	2,450.3	3,942.5	2,730.6	9,123.4
1863....	2,547.1	4,121.1	2,029.6	8.697.8
1864....	2,539.8	4,292.9	1,734.7	8,567.4
1865....	2,642.7	5,384.6	1,771.3	9,798.6
1866....	3,023.3	5,650.9	1,701.6	10,375.8
1867....	3,801.4	6,424.3	1,509.6	11,735.3
Total..	25,319.7	39,215.3	23,953.3	88,488.3

Pacific Railroad of Missouri.

The earnings of this road for the fiscal years ending February 28, 1867 and February 29, 1868, have been as follows:

	1867.	1868.
From passengers....	$1,166,318 31	$1,264,398 01
" freight	1,465,373 25	1,694,233 38
" mails....	44,183 28	45,049 92
	$2,675,874 84	$3,003,681 31
Expenses, viz:		
Repairs of road bed...	$82,652 85	$60,033 36
" track.....	543,216 69	550,656 47
" bridges.....	14,692 72	34,605 91
" structures ..	55,603 83	66,480 10
" locomotives.	153,000 99	146,521 39
" cars	157,021 39	181,455 52
" tools, etc...	11,292 06	7,045 25
Fuel consumed.....	223,193 17	236,492 54
Oil and waste.....	40,982 90	32,260 75
Gen'l superintendence.	28,573 24	22,764 86
Agents and clerks....	62,400 45	80,855 33
Train hands.....	212,371 22	239,517 37
Porters, flagmen, watchmen and switchmen.	84,196 84	92,041 62
Handling freight.....	82,530 61	87,376 15
Loss and damage.....	36,077 45	31,122 61
Office expenses, stationery, etc.....	38,028 53	39,498 20
Telegraphing.....	16,740 74	21,566 92
Expenses for trains...	33,926 16	30,561 57
All other expenses ...	70,123 00	69,770 36
	$1,956,644 84	$2,030,626 38
Net earnings....	$719,230 00	$973,054 93

Compared with the previous year, the gross earnings of 1867–'68 show an increase of $327,806 47; with an increase in expenses of $73,981 54—making the increase in net earnings $253,824 93. The operating expenses in 1867–'68 were 67.6 per cent. of the gross earnings; in 1866–'67 they were 73.1 per cent.—a reduction of 5.5 per cent. The following statement will show the earnings of the road from commencement to February 29, 1868:

Year ending December	31, 1852....	$108 15
" "	31, 1853....	41,323 29
" February	28, 1855....	97,176 39
" "	29, 1856....	330,222 34
" "	28, 1857....	426,285 97
" "	28, 1858....	668,346 59
" "	28, 1859....	674,248 95
" "	29, 1860....	648,600 00
" "	28, 1861....	683,644 28
" "	28, 1862....	457,183 69
" "	28, 1863....	679,956 06
" "	29, 1864....	906,745 95
" "	28, 1865....	1,097,967 69
" "	28, 1866....	1,794,356 22
" "	28, 1867....	2,675,874 84
" "	29, 1868....	3,003,681 31

The earnings of the Missouri River Railroad, between State Line and Leavenworth, 26 miles, for the year ending February 29, 1868, were as follows: from passengers, $47,828 43; freight, $23,592 51; mails, $2,599 92—total, $74,020 86. The report of the President is as follows:

In reporting upon the finances of the Company, we are pleased to announce that, owing to the very extraordinary exertions of the Directors, in advancing their means and their credit, without charge therefor, the credit of the Company has been maintained, and our financial matters so managed as to show great economy and a very satisfactory condition of the "floating debt," which, we trust, may at no distant day be wholly absorbed. And also, that the expenses for the general management have been reduced to a per centage comparing very favorably with roads of this class in other parts of the country.

CHIEF ENGINEER'S REPORT.

From the accompanying report from Mr. Thomas McKissock, Chief Engineer and General Superintendent, among other details will be found all the general information connected with the management and operating of the road. He says that during the year many improvements have been made along the line, and very large expenditures incurred in repairs and renewals.

A dining-house, which was in progress of construction at Sedalia, at the date of last report, was opened to travel on March 1st, and was burned by fire, originating in the city, on November 7th. Another building, to replace the one destroyed, is now being erected on the same site.

A large building, combining passenger, ticket and telegraph rooms, with dining and hotel accommodations, was built on the lands of this Company, at the State line, and opened for use on June 21st; since which date the transfer of passengers to and from the Union Pacific Railway has been made there.

During the year there have been laid in the road 175,115 crossties, being equal to more than, 67 miles of track, and costing, for material alone, $81,720. The greater portion of these were used east of Sedalia, making a renewal between that point and St. Louis of nearly one-third of the number in the track. There were also used in repairs on that part of the road 10,708 new chairs. Many of the cuts have been well ditched, large repairs done to culverts and small bridges, and, with the exception of the rails, the road-bed and track are in better condition than they were one year ago.

There have been re-rolled at East St. Louis rail mill 1,182 tons of iron, being equal to 11.6 miles of track, and there have been repaired at the Company's shop at Franklin, by cutting off the ends of worn rails, welding up and punching them for fish bars, at a cost for shop labor of $1,167 a mile, iron equal to 11½ miles of track, of which 9.4 were relaid in the main road, and 2.4 in sidings.

The cost of hauling the iron to and from the mill, of re-rolling it, of the repairs at Franklin, of the fish joints and spikes, and labor of re-laying, amounting in all to $95,500, or about 3.3 per cent. of the gross earnings of the road, has all been charged among the operating expenses.

DEPOTS, BRIDGES, ETC.

Fire destroying the depots at Smithton and Knobnoster, new ones have been erected; also, a small depot for passengers at Leavenworth, to facilitate transportation from the "Missouri Valley Road," with which close business relations exist, and enable us to have close and direct connection with St. Joseph and other cities.

A bridge, with a span of 110 feet, one of 134 feet, one of 101 feet, and one of 53 feet, have been renewed, a large number of new cattle-guards have been made and otherwise renewed, and west of Sedalia nearly 8,000 rods of new fence have been added.

While it has already been stated that large quantities of re rolled and repaired iron have been placed in the track, yet it must not be forgotten that the iron between Washington and the Osage is very much worn; and if 1,000 tons of new iron could be obtained at once, the re-rolling of the old could progress, and, during the ensuing year, the whole line of road could be put in the best condition, and greatly facilitate travel and transportation.

Five new locomotives, thirty stock cars, and twenty-five cars, belonging to the St. Louis and Pacific Express Freight Line, have been received and put upon the road; while there have been built and rebuilt at the Company's shop two caboose cars, three locomotives, three passenger cars, and fifty-one freight cars. In this connection it must be remembered that the cost of nearly all the repairs, ties, iron, cars, &c., &c., above detailed, are charged to "*operating expenses*," and yet the business of the year was done at a rate comparing favorably with former years, and this per cent. of earnings could have been materially reduced if the Company's finances would have enabled us to purchase material and supplies *for cash*.

Mr. McKissock also says: This Company have had in use three months in the year two locomotives, and during the balance of the year one locomotive leased from the Southwest Pacific, and "I would attract your attention to the fact, that an accession to the number of locomotives and freight cars is necessary, and that it will be urgently demanded by any increase of business." The five locomotives contracted for and unfinished are yet in the shops of the Rogers' Locomotive Works, and it becomes the duty of the Directory to provide for their immediate completion.

GENERAL ITEMS.

The road has been divided into three divisions. The first from St. Louis to Jefferson City; the second from the last named place to Holden, and the third from Holden to Kansas City. The necessities of the Company demand that machine shops at once be erected at the several places, land having been donated for that purpose.

The Osage Valley and Southern Kansas Railroad, extending from Boonville, in Cooper county, southwardly through Tipton, have contracted for the entire road from Tipton to Boonville, and the same will be completed early in September, and a lease for a term of thirty years has been concluded between this Company and that road, by which the same is to be operated by this Company on terms mutually advantageous.

FINANCIAL.

At your last annual meeting the financial embarrassments of the Company were presented, and your counsel invoked. Your committee, after laborious investigation both as to management and resources, reported, as you know, estimated expenditures and resources for the then current year, and advised the mortgage of lands not necessary at the time for the use of the Company, the bonds to be tendered creditors of the Company.

This mortgage has been perfected, and the five hundred thousand dollars so secured; but our expectations in regard to the currency of these bonds have not been realized to an extent proportional to our desires or wants, the greater part of the same being still on hand. The first series of five hundred thousand dollars, with interest on the fifteen hundred thousand of the bonds designated as "Dresden Mortgage Bonds," fall due the first of the ensuing month of April, and provision for the payment of the interest on the whole, and the principal of the first series, must be provided for.

The necessity of an immediate change of the gauge of this road, which is five feet six inches, unlike the "Union Pacific, Eastern Division," which connects with this road at the State line, (four feet eight and one half inches,) *is imperative*.

As you well know the gauge of all the roads east of the Mississippi river, (with one exception), conform to that of the Union Pacific, Eastern Division, which already extends to "Cayote," distant three hundred and thirty-five miles west

of the State line; and so soon as the bridge, across the Missouri, at Kansas City, is completed, which will be early in the ensuing fall, there will be, in all probability, an unbroken line of road from Cayote to the cities of Boston, Portland, New York, &c., thus avoiding St. Louis, the metropolis of the State. The change of gauge to conform to that of the Union Pacific is of minor importance when the mere cost is estimated, but it is the changing and altering of the rolling stock, in conjunction with the interruption of business, that so largely enters into the expenditure.

LAND DEPARTMENT.

Herewith find report from Mr. R. R. Powell in charge of the Land Department, which shows that there have been realised from sales of town lots along the line of the road, the past year, $27,164,98, and lots remaining unsold estimated at $25,300, besides lands at different points, not laid out in town lots, estimated st $30,620.

STATE LEGISLATURE AND THE SALE OF THE STATE INTEREST.

It was apparent that the General Assembly, in the winter of 1866 and 1867, were disposed to separate the State from the "railroads," and the efforts made by "outside parties" to obtain this road were a source of anxiety to the Directory. With this information at your last annual meeting, you invoked by resolution the Director's services, at the adjourned session, for the purpose of procuring such legislation, for the sale of the State's interest in this road, with the view of *the Road becoming its own purchaser.*

Your instructions have been fulfilled, and a bill has been recently passed, but your Directory have not yet been advised that it has received the approval of the Governor.

The bill, amongst other things, provides for the sale of all the State's interest to the "Pacific Railroad," on the payment to the State at stated times the sum in gross of five millions of dollars. This report, already too *prolix*, will not particularize the legislation; sufficient that your attention, and that of our successors, have been attracted to the same.

We commend to our successors an earnest and persistent effort to accomplish the grand purpose of preserving this road to the stockholders, thereby insuring its management and control to the people of our State.

CONCLUSION.

The financial condition of the Company towards the State has not been changed since the last report.

There has been no material change in the policy of the Directors, and the same management of the road and guarding the track our predecessors inaugurated has been continued.

The number of engines placed on the road since the commencement has been 63; of these 41 were in good order, 7 in running order, 4 being repaired, 5 had been condemned, and 6 turned over to the S. W. P. R. R. The total number of serviceable engines March 1, 1868, was 52.

At that date the company had 41 passenger, 6 mail, 17 baggage and express, 30 caboose, 270 box, 224 flat, 175 stock, 2 magazine, 4 tool, and 1 paymasters cars; also 25 stationary engines for pumping water. The Sleeping Car Co., have 4 cars on the road, and the St. Louis and Pacific Express Freight Line, 50 box cars.

The number of miles run by locomotives with passenger trains was 512,976; with freight trains, 787,780; with wood and gravel trains, 105,130—total 1,405,886, at a cost for fuel, oil and waste, enginemen and firemen, labor and materials for repairs, of $523,433 71. Average cost per mile run, 37.2 cents. The number of miles run in 1866-'67 was, 1,199,660. Cost, $464,829 82. Average cost per mile run, 38.73 cents.

The receipts from all sources and expenditures during the year ending February 29, 1868, were:

Balance March 1, 1867		$432,089 33
Received for Jackson Co. warrants, etc.		5,400 00
Received from Land notes		18,571 65
Received for transp.	$2,871,104 72	
Less exp. and repairs	2,030,626 38	
		840,478 34
Received for bonds sold		149,000 00
Total		$1,445,539 32
Paid for construction		$60,841 43
Rolling stock and machinery		145,981 08
Construction Missouri River R. R.		4,390 60
Office expenses and stationery		20,488 92
Interest account		212,098 26
Bills payable		450,773 05
Accounts audited		99,081 25
Contingencies		4,592 40
Balance, as per General Statement		447,297 33
Total, as above		$1,445,539 32

The balance ($447,297 33) is accounted for as follows:

Due by Southwest Branch	$64,104 11
Cancelled debts	169,629 91
Suspended debts	43,518 18
Cash in hands of fund commissioner	474 14
Materials in hands of superintendent	90,513 51
" " master mechanic	67,306 81
Due by railroad & express companies	16,623 52
	$452,170 18
Less due to Missouri River R. R.	4,872 85
Total	$447,297 33

The General Financial Statement of the company up to March 1, 1868, is as follows:

Capital stock	$3,614,515 23
State bonds	7,000,000 00
Land grant sales and rents	219,300 43
Total receipts from transportation	13,963,585 21
Mortgage construction bonds	1 500,000 00
St. Louis County bonds	700,000 00
Real estate security bonds	149,000 00
Bills payable	649,555 08
Accounts audited	156,726 18
	$27 952,682 13
Construction	$11,479,635 57
Rolling stock and machinery	2,195,655 41
Construction Missouri River R. R.	10,901 86
Office expenses and stationery	194,473 81
Contingencies	80,553 24
Interest account	1,388,358 03
Discount on Construction and Anticipation bonds	8,860 00
Commission on purchases	17,375 95
Interest, discount and commissions	1,238,933 13
Land Grant expenses	7 205 21
Total transportation expenses	9,660,711 05
Interest on State bonds charged to transportation to January, 1859	1,222,721 54
Balance March 1, 1868	447,297 33
	$27,952,682 13

The officers and directors for 1868 are as follows:

President.—GEORGE R. TAYLOR.

Vice President.—DANIEL R. GARRISON.

Directors.—George R. Taylor, Robert Barth, Hudson E. Bridge, Joseph Brown, T. B. Edgar, Daniel R. Garrison, James Harrison, Oliver A. Hart, James H. Lucas, Henry L. Patterson, Charles H. Peck, George H. Rea, Benjamin Stickney.

Secretary and Treasurer.—J. C. PORTER.

Chief Engineer and Sup't.—H. C. MOORE.

☞ The Indianapolis and Vincennes Railroad, has been opened for business between Indianapolis and Gosport.

Boston, Hartford and Erie Railroad.

Ground was broken at the western terminus of the Hartford, Providence and Fishkill Railroad, near Waterbury, Ct., on the 8th inst., Mr. Dillon, one of the largest road contractors in the country, has charge of the whole work, and expects to carry it forward as rapidly as the nature of the country will permit. Several steam excavators are on the way and will begin work soon. Starting from the freight depot of the Hartford, Providence and Fishkill railroad, the line crosses the Naugatuck road, and passes to the south of Brown Brothers works, crossing the river near the Brooklyn bridge to the west. Thence it runs near the Naugatuck railroad, but with a constantly ascending grade until nearly opposite Platt's mills, where it turns more sharply to the west, and goes along the mountains and through the woods to Southford, a distance of twelve miles. Following thence nearly the course of the New Haven pike it reaches Southbury, on the hills one hundred and twenty feet above the town. From this the course is to the southwest, crossing the Housatonic river at Bennett's bridge and passing thence in a westerly direction through Hawleyville, Danbury, and Mill Plain to the state line.

Connecticut Western Railroad.

The project of the Connecticut Western Railroad, which was to have its eastern terminus in this city, and which was presented to Springfield people last Fall, has shown more life and vitality than many incredulous skeptics believed it would ever have, and the prospects for the building of the road seem really and substantially encouraging. The northern Connecticut towns, which are to be especially benefited by the enterprise, are zealously at work, and manifest a determination to have the road completed eastward to Winsted as soon as possible. An enthusiastic meeting was held at Salisbury last week, and an organization effected, which is expected to result in subscriptions of $200,000 to the road, sufficient to put it under contract from the New York line to Norfolk. This will be done during next Fall, and the Fourth of July, 1869, is appointed for the completion of this section of the road, which is at once the most difficult and one of the most important on the line. If Springfield should manifest a corresponding interest in the road, which would become of equal, if not of greater importance to us, the eastern as well as the western sections would be as soon begun and completed.—*Springfield Republican.*

State Aid to Tennessee Railroads.

The remaining $250,000 of State bonds have been issued to the Northwestern Railroad. This makes $350,000 given by the State to that road within eight months. There are $200,000 to be issued for the purpose of building a branch from Huntington to Jackson, through Carroll and Madison Counties. This road will run nearly parallel with the Memphis and Ohio, which crosses the Northwestern at McKenzie, and crosses the Tennessee and Benton—some twenty-five miles above Fort McHenry. Jackson, the proposed terminus of the new branch from Huntington, is Jackson in Madison County—a great corn, tobacco and cotton producing county, and enjoying great railroad facilities. The Mobile and Ohio road passes through it, and the Mississippi Central terminates there. The construction of this branch would be a great acquisition to the travel and traffic of the Northwestern and no small advantage to Nashville.

The liberal appropriation made by the State will go a long way toward finishing the road.—*Nashville Times.*

☞ The Portland and Rochester Railroad has been completed to East Waterboro', and the cars have commenced running regularly to that place.

Pacific Railroad of Missouri.

The following is a copy of an act passed at the last session of the Missouri Legislature, entitled, "An act for the sale of the Pacific Railroad, and to foreclose the State's lien thereon, and to amend the charter thereof."

Section 1. The Governor is hereby directed and required to sell the Pacific Railroad and its appurtenances, and all property belonging thereto, in accordance with the provisions of section 3 of this act, and an act entitled, "An act to expedite the construction of the Pacific Railroad and the Hannibal and St. Joseph Railroad," approved February 22, 1851.

Sec. 2. Upon a sale of the road, as provided in the foregoing section, the price and sum for which the same shall be sold shall not be less than eight millions and three hundred and fifty thousand dollars, payable to the State Treasurer in bonds of the State, or in money, within ninety days from the day of sale. No bid, except the bid of the Governor, on behalf of the State, shall be accepted unless there is paid to the State Treasurer, who shall attend said sale, an amount of not less than three hundred thousand dollars in such bonds or money as a part of the purchase money to be paid when the road is stricken off. And such bonds or money shall be forfeited to the State in case the purchaser or purchasers shall fail to pay the amount of purchase money bid within the time above provided for. Such sale shall take place at the east front door of the Court House in the City of St. Louis, between the hours of ten o'clock in the forenoon and four o'clock in the afternoon. If said sum of eight millions three hundred and fifty thousand dollars is not realized at such sale, the Governor of the State shall, by himself or agent, buy in the same for and in the name of the State of Missouri.

Sec. 3. The purchaser or purchasers of said road, under this act, shall bind himself or themselves to the State, and it is hereby made a condition of said sale to change the gauge of said Pacific Railroad so as to conform to the gauge of the Union Pacific Railroad, Eastern Division, within two years from the date of sale.

Sec. 4. Upon the payment of all the purchase money, as specified in section two of this act, and upon the delivery of an obligation in conformity with section three of this act, the Governor shall execute a deed to the purchaser or purchasers, conveying all such rights, title and interest in and to said Pacific Railroad, its franchises, appurtenances, and the property belonging thereto, as are subject to the lien of this State.

Sec. 5. If the Pacific Railroad Company shall, at any time within ninety days after the first day of April, 1868, pay into the Treasury of the State the sum of three hundred and fifty thousand dollars, in the bonds of this State or in money, then, and in that event, the Governor shall not advertise said road for sale; and if the said Company shall, within ninety days thereafter, pay into the State Treasury an additional sum, equal to five millions of dollars in all, (the same being either in cash or Missouri State bonds), the Governor shall, upon the production of the receipts of the State Treasurer, for said amounts, execute and deliver to the said Pacific Railroad Company a deed of release for all claims, title and interest which the State of Missouri has in and to the said Pacific Railroad, its property and appurtenances, and the said Pacific Railroad Company shall, from and after the delivery of said deed, be fully discharged from all claims or debts due to the State, and all liability growing out of the issue of the bonds of the State to aid in the construction of said road, and no sale shall in that event take place under this act. If, however, from any cause, the said Company shall be unable to pay the additional sum as herein provided, the Governor shall proceed to advertise said road; but if said Company, during the pending of said advertisement, pay into the State Treasury the said additional sum, with interest thereon from the first day of October, 1868, at the rate of six per cent. per annum, then, and in that case, no sale of said road shall take place, and the Governor shall execute and deliver to the said Pacific Railroad Company the deed of conveyance and release provided for in this act, and the said Pacific Railroad Company shall be exempt from all the liabilities and obligations herein specified. But in case the said Company shall, after the payment of the three hundred and fifty thousand dollars above stated, fail to pay the additional sum specified, (being the remainder of the five millions), then, and in that case, the sum first paid shall be forfeited to the State.

Sec. 6. In case of a sale of said road, under the provisions of sections one, two, three and four, of this act, the State of Missouri shall assume the payment of principal and interest on seven hundred thousand dollars in bonds, issued to the County of St. Louis as a loan to the Pacific Railroad Company, under the act of January 7, 1865; and also the floating debt of said Company, existing at the time of the passage of this act, not to exceed the amount of six hundred and fifty thousand dollars.

Sec. 7. In case of a purchase by the Governor, in behalf of the State, as provided in section two of this act, he shall take possession of said road, together with all property and appurtenances belonging thereto, and shall then turn the same over to the Board of Directors hereinafter provided for.

Sec. 8. There shall be elected immediately after the passage and approval of this act, in joint session of the General Assembly, nine Directors, one from each Congressional District. Said Directors shall, as soon as the Governor shall have taken possession of the road, choose one of their own number for President and one for Treasurer, who shall each give bond in the sum of one hundred thousand dollars for the faithful performance of his duties of the State, which bond shall be approved by the Governor and filed in the office of the Secretary of State; and said President and Board of Directors shall thereupon have authority to operate said road, in the same manner and with like powers as the President and Directors of said Pacific Railroad Company are now by law authorized, until said road is otherwise disposed of, as hereinafter provided, and for that purpose may make all needful regulations. They shall make monthly reports, under the oaths of at least three of their number, to the Governor, of all transactions connected with the operations of said road, and shall account for and pay over to the State Treasurer all moneys that may come into their hands, belonging to the State, and derived from the net earnings of said road, taking duplicate receipts therefor, one of which shall be deposited in the office of the State Auditor. The said Auditor shall also draw his warrants on the State Treasurer, upon the presentation of the proper coupons of any interest then maturing on the Dresden mortgage bonds, and St. Louis County bonds above mentioned, for the amount of said coupons, which warrants shall be paid by the Treasurer.

Sec. 9. Within thirty days after the road and the property belonging thereto shall have passed into the possession of the State, the Governor shall publish a notice in such papers as he may deem proper, inviting proposals or bids for the purchase or lease of the Pacific Railroad, and he shall receive such bids and proposals until ten days prior to the meeting of the twenty-fifth General Assembly; and within ten days after the meeting of such General Assembly he shall transmit the same, with a special message, to the said General Assembly, for its action.

Sec. 10. All bids and proposals for the purchase of said road shall assume: First, the payment of principal and interest due and to become due on the one million five hundred thousand dollars first mortgage bonds, issued under the act of February 10, 1864; Second, the principal and interest due on the seven hundred thousand dollars bonds issued by the County of St. Louis to the Pacific Railroad Company under the act of January 7th, 1865; Third, the floating debt of said Pacific Railroad Company existing at the time of the passage of this act, not to exceed the amount of six hundred and fifty thousand dollars. And all bids and proposals for leasing said road shall assume the payment of the floating debt of said Pacific Railroad existing at the time of the passage of this act, not to exceed the amount of six hundred and fifty thousand dollars. And all bids, whether for purchase or lease of said road, shall be based upon a stipulation on the part of the purchaser or lessee to change the gauge of said road to conform with the gauge of the Union Pacific Railroad, Eastern Division, within the period of two years from the date of sale or lease.

Sec. 11. The said Railroad Company shall be subject to the provisions of the general laws of the State now in force (or hereafter to be enacted) classifying freights and fixing the regulations, rates and charges for the transportation of freights and passengers by the railroads in this State; provided that the provisions of this section subjecting the Pacific Railroad to future legislation, shall not take effect for ten years after the passage of this act.

Sec. 12. In case of sale as prescribed in sections two and five, the office of Fund Commissioner is hereby abolished, and all provisions of an act entitled "An act for the extension and completion of the Pacific Railroad to the western boundary of the State at Kansas City, and the North Missouri Railroad to the Iowa line, to complete the Southwest Branch of the Pacific Railroad and to reduce the State Indebtedness," approved February 10th, 1864, applying to a Fund Commissioner and prescribing his duties and powers, are hereby repealed.

Sec. 13. In the event of the sale of the Pacific Railroad, as provided in sections one, two, three, and four of this act, the purchaser or purchasers thereof shall take the same subject to the terms and conditions of a certain lease and contract made and entered into by and between the Pacific Railroad Company and the Boonville Extension of the Osage Valley and Southern Kansas Railroad Company, bearing date the 10th day of February, 1868, under which said lease and contract the Boonville Extension of the Osage Valley and Southern Kansas Railroad Company have leased their road to the Pacific Railroad Company for the term of thirty years from the 15th of September, 1868; and the provisions of such lease and contract shall be and are hereby declared to be binding upon the purchaser or purchasers as aforesaid.

Sec. 14. The South Pacific Railroad Company, when organized, shall have the right to run their trains over the track of the Pacific Railroad from Franklin to St. Louis and return, until the said South Pacific Railroad Company shall construct their road from Franklin to St. Louis, on such terms and for such compensation as the said Companies shall agree upon; or, failing to agree, each of said Companies shall choose a competent Railroad Superintendent, who shall select a third, a majority of whom shall fix said terms; provided such right and agreement shall not continue more than ten years after the passage of this act.

Sec. 15. This act to take effect from and after its passage.

Debt of Illinois.

The Governor of Illinois has issued a proclamation of the intended further reduction, on the 15th of September, of the principal of the State debt, by payment at the American Exchange Bank, New York; the whole amount being $394,000; interest to cease after that date, viz: On bonds issued in pursuance of an "act to fund the arrears of interest accrued and unpaid on the public debt of Illinois," approved February 18, 1857, to wit: Bonds numbered 1,751 to 1,972 inclusive, and 2,078 to 2,120 inclusive, issued to Hope & Co., of Amsterdam. Also, bonds numbered 2,007 to 2,-

027 inclusive, issued to Thomas Twining, Perryn House, Twickenham, near London. Also, bonds numbered 2,236 to 2,270 inclusive, and 2,306 to 2,335 inclusive, issued to the Administration Office of Hope & Co., Ketwitch & Voomberg, and widow William Borshi, in Amsterdam. Also, bonds numbered 2,439 to 2,474 inclusive, issued to Sir Samuel Rignold, Knight of the City of Norwich, England. Also, bonds numbered 2,051 to 2,057 inclusive, issued to John Bell, of Enterkine, Tarbolton, Scotland.

Schuylkill and Susquehanna Railroad.

This road is 54 miles in length, extending from Auburn to Rockville. Length of sidings 7 miles. The weight of rail per yard is 45, 60 and 64 lbs. Gauge of road, 4 feet 8½ inches. The company have 7 locomotives, 3 baggage, mail and express cars, 49 freight, and 22 coal cars, all rated as 8-wheel. Number of through passengers on main road 1,408; do., all classes carried in cars, 68,320. The total amount of tonnage 355,843.

The receipts from operations of this road for the fiscal years ending October 31, 1866 and 1867 have been as follows:

	1866.	1867.
From passengers	$27,865 12	$27,375 62
" merchandise	48,671 70	41,174 15
" coal	58,680 15	68,874 57
" mails	2,950 00	2,950 00
" miscellaneous	7,730 63	6,466 56
Totals	$145,897 50	$146,840 90
Expenses, viz:		
Maintaining the road	$83,020 56	$54,818 52
Taxes on real estate	.....	746 65
Repairs of engines	15,088 60	10,089 83
" cars	6,136 16	7,639 84
" tools	2,972 85	2,419 17
Incidental expenses	4,470 44	2,916 52
Office expenses	787 96	779 26
Agents and clerks	5,739 63	4,391 00
Labor, handl'g freight	1,671 30	669 85
Porters, watchmen and switch tenders	617 12	902 72
Conductors, etc.	7,308 76	7,263 50
Engineers and firemen	8,378 87	8,333 40
Fuel and preparing	12,392 64	11,406 14
Oil and waste	1,272 91	1,590 24
Use of freight cars	7,356 90	5,451 64
Gen'l superintendence	1,500 00	1,500 00
Contingencies	1,534 72	887 73
	$160,249 42	$121,806 01
Deficit	$14,351 92	.....
Earnings less exp.	.....	$25,034 89

Summary of Payments.

	1866.	1867.
Maintaining and operating road	$160,249 42	$121,806 01
Interest	5,820 00	.....
Miscellaneous	2,730 59	3,543 10
State tax on capital stock and tonnage and U. S. taxes	5,331 63	2,945 22
Totals	$174,131 64	$128,294 33

Cost of Road and Equipment.

	1866.	1867.
Total cost	$1,308,686 15	$1,308,696 15

Stock and Debts.

	1866.	1867.
Capital stock	$6,269,150 00	$1,269,150 00
Funded debt	97,000 00	97,000 00
Floating debt	170,722 42	149,218 54
Totals	$1,536,872 42	$1,515,368 54

The capital stock authorized by law is $1,600,000. Par value of each share, $50. The rate of interest per annum on funded debt is 6 per cent. No dividends have been declared.

	1866.	1867.
Miles run by passenger trains	58,803	71,153
" freight trains	42,926	34,124
" coal trains	34,043	37,847
Totals	135,772	143,124

President.—Charles E. Smith, Philadelphia.

Directors.—H. Pratt M'Kean, E. A. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst and Stephen Colwell.

Secretary.—Wm. H. Webb, Philadelphia.

Treasurer.—S. Bradford, Philadelphia.

Gen'l Sup't.—G. A. Nicolls, Reading, Pa.

Superintendent.—U. R. Tracy, Pinegrove.

Lackawanna and Bloomsburg R. R.

This road is 80 miles in length, extending from Scranton to Northumberland. It has no double track, but has a third rail of 21 miles. Length of sidings 13½ miles. Gauge of road, 4 feet 8½ inches. The weight of rail per yard is 56 to 70 lbs. The company have 21 locomotives, 6 first class passenger, 3 baggage, mail and express, 75 freight and 1,200 coal cars. Number of through passengers, 3,694; do., all classes, 269,564. Number of tons of through freight, 6,288. Total tonnage for the year, 796,274, of which 611,196 was anthracite coal.

The receipts from operations of this road for the fiscal years ending October 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$154,219 21	$150,606 27
" freight	653,496 63	628,427 50
" mails	5,994 90	6,007 47
" miscellaneous	5,167 06	5,767 22
Total	$818,877 80	$790,808 46
Expenses, viz.:		
Maintena'ce of way and buildings	$176,782 56	$192,830 44
Taxes on real estate	2,806 06	4,127 78
Repairs of engines	53,492 23	73,299 98
" cars	89,471 57	78,823 33
Office expenses	4,496 71	3,009 59
Agents and clerks, etc.	23,711 64	25,420 49
Porters, watchmen and switch tenders	2,806 31	2,085 49
Conductors, etc.	32,629 69	33,057 60
Engineers and firemen	35,914 45	36,250 33
Fuel and preparing	46,837 91	35,586 67
Oil and waste	16,981 42	14,278 47
Loss and damage	5,159 87	4,929 36
Use of freight cars	21,318 50	19,674 19
Gen'l superintendence	8,333 32	8,499 98
Contingencies	13,125 77	14,592 15
	$533,868 01	$546,465 85
Earnings less exp.	$285,009 79	$244,342 61

Summary of Payments.

	1866.	1867.
For construction and equipment	$35,818 36	$5,384 73
Maintaining and operating the road	533,868 01	546,465 85
Interest	176,062 23	174,294 38
Miscellaneous	73,218 32	108,067 70
State tax on capital stock and tonnage	7,070 84	17,052 64
United States tax	17,760 04	3,943 89
Totals	$843,797 80	$855,209 19

Cost of Road and Equipment.

	1866.	1867.
Construction	$3,789,831 08	$3,231,357 64
Equipment	22,314 96	521,772 40
Totals	$3,812,146 04	$3,753,130 04

Stock and Debts.

	1866.	1867.
Capital stock	$1,335,000 00	$1,335,000 00
Funded debt	2,401,645 00	2,273,295 00
Floating debt	68,880 00	68,880 00
Totals	$3,805,525 00	$3,677,175 00

The amount of capital stock authorized by law is $1,900,000, in shares of $50 each. The rate of interest per annum on funded debt (except $200,000, 10 per cent.) is 7 per cent. No dividends have been declared.

	1866.	1867.
Miles run by passenger trains	126,435	122,268
" freight trains	70,240	98,072
" coal trains	298,075	287,781
Totals	494,750	508,071

President.—Jas. Archibald, Scranton, Pa.

Directors.—Moses Taylor, John J. Blair, John Brisbin, James Blair, Joseph H. Scranton, J. J. Albright, A. H. Reynolds, Samuel Hoyt, Thos. F. Atherton, John C. Phelps, Payne Pettebone and D. G. Driesbach.

Sec. & Treas.—John P. Ilsley, Kingston, Pa.

Superintendent.—H. A. Fonda, Kingston, Pa.

N. Y. Central Underground Railroad.

A bill was passed by the Legislature of New York in April, 1868, incorporating the New York Central Underground Railway Company, and authorizing that company to construct and operate a certain underground railway in the city of New York. The bill was published entire in our last issue. The stock subscription books are now open at the Banking House of Messrs. Brown Brothers & Co., New York. We hope we violate no provisions of law by giving this notice.

Central Pacific Railroad.

The commissioners appointed by the President of the United States, to examine and report upon the section of twenty miles of the road and telegraph line of the Central Pacific Railroad Company of California, commencing at the termination of the 158th mile and ending at the 178th mile east of the initial point at Sacramento, California, have submitted their report to the Secretary of the Interior. It bears date July 16th.

The commissioners represented said section ready for present service, completed and equipped as a first class railroad, and that the telegraph line is completed for the same distance.

The Secretary of the Interior recommends the acceptance of the report and the issue to the railroad company of the bonds due them, under the act of Congress, and of the patents for lands due on the said section, as the company has paid the commissioners the per diem and mileage due them on account of their examination.

The President has approved of the recommendation, and directed the Secretary of the Interior and the Secretary of the Treasury to carry them into effect.

☞ It is stated that the Chicago and Alton Railroad Company have purchased the Belleville road, a short line running southwest from opposite St. Louis, and propose to extend it so that Belleville will be in direct communication with Cairo as well as Chicago.

☞ The affairs of the Hazleton Railroad Company have been so satisfactorily arranged that the work will go on with the most favorable prospects of its completion.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley ... 50	1,498,400		
Alton and St Louis ... 100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,546,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio...100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br. ...100	1,560,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000		Jan. '68 5
Bay de Noquet & Marq...100		A. & O.	Apl.'68 3
Bellefontaine Line ...100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware ...100	997,112		
Berkshire* ...100	600,000	J.A J&O	Jul.'68 1½
Blossburg & Corning.* ... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany ...100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea ...100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,500		
Do. do. pref..100	1,340,400	M. & N	May '68 3
Boston and Lowell...500	1,530,300	J. & D.	Jun. '68 4
Boston and Maine ...100	4,076,974	J. & J.	July '68 5
Boston and Providence ...100	3,660,000	J. & J.	July '68 4
Broadway (Boston) ... 50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City ... 10	1,000,000	F. & A.	Feb.'68 3½
Brooklyn City & Newt'n..100	399,800		
Buff., New York & Erie*.100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy ...100	6,842,200	F. & A.	Aug.'68 5
Camden and Atlantic, pref. 50	600,000		
Cape Cod Branch ... 50	721,926	J. & J.	Jul. '68 3½
Catawissa ... 50	1,150,000		
Catawissa, pref ... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110		Jul.'68 4½
Central of Georgia ...100	4,666,900	J & J.	Jul. '68 7
Central of New Jersey ...100	13,763,000	J.A.J&O	Apl.'68 2½
Central Ohio ...100	400,000	J. & D.	Jun.'68 3
Do. pref		J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina...100	1,201,000		
Chemung* ...100	380,000		July '68 2
Cheshire, preferred ...100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton ...100	3,886,643	M. & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy ... 50	12,500,000	M. & S.	Mar. '68 5
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '68 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western...100	13,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton...100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger...		J'n &J'ly	Jan.'68 $2
" Street ...		J. & J.	Jan.'68 $2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind...100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	July '68 2
Cleveland and Toledo* ... 50	4,841,600	J & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*... 50	1,786,200	J. & J.	Jan.'68 4s
Concord ... 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	600,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River...100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*...100	2,384,941		
Delaware*... 50	466,132	J. & J.	Jul. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley ...100	1,550,050		
Detroit & Milwaukee...100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000		
Dubuque and Sioux City.100	1,673,641		
Do. do. pref 100	1,987,351		Jul.'68 3½
Eastern (Mass.) ...100	3,678,304	J. & J.	July '68 4
Eastern (N. H.) ...100	492,500	J. & J.	July '68 4
East Pennsylvania ... 50	654,600		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*... 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway ...100	16,570,100	F. & A.	Feb.'66 4
Do. pref...100	8,525,700	Annual	Jan. '68 7
Erie & North East*...100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,834		
Fitchburg ...100	4,540,000	J. & J.	Jul. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly ...		M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 2
Georgia ...100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite ...100		J. & J.	Jan. '68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	July '68 3
Hannibal and St. Joseph.100	1,900,000		
Do. do. pref.100	5,258,880		
Hanover Branch, Pa... 50	116,850	M. & N.	May '68 5
Housatonic...100	820,000		
" pref ...100	1,180,000	J. & J.	Jan. '68 4
Hudson River...100	13,937,100	A. & O.	Apl. '68 4
Hazleton ... 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central ...100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '6 5
Joliet and Chicago* ...100	1,500,000	J. A J&O	Apl.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*			
Lehigh and Mahanoy... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	6,104,050	M. & N.	M'y.'67 5
Lehigh Valley ... 50	16,734,100	J.A.J&O	Jul.'68 2½
Lehigh Luzerne ... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami ... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkil* ... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island ... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville...100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '68 3
Macon and Western ...100	1,500,000		Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central ...100	1,600,860		
Manchester & Lawrence.100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati ... 50	2,029,778		
" " 1st pref. 50	6,586,185	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio ...100	570,000		
Metropolitan (Boston) ...100	1,250,000	J & J.	July '68 5
Michigan Central ...100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,065,340	August.	Aug. '68 4
" " guaranteed.100	586,500	F. & A.	Feb.'68 5
Middlesex (Boston) ...100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien			
" " " 1st pref.100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul ...100	3,627,000	J. & J	
" " " pref. ...100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '68 4
Mobile and Ohio ...100	3,588,300		
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex ... 50	5,500,000	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '68 6
Nashua and Lowell ...100	600,000	M. & N	May '68 5
Nashville & Chattanooga.100	2,055,544		
Naugatuck ...100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton.100	500,000	J. & J.	Jul. 68 4
New Haven & N. London.100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey ...100	5,000 000	F. & A.	Aug.'68 5
New London Northern...100	895,000	M. & S.	Mar.'68 4
New York Central ...100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem... 50	5,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N. Y., Provid. & Boston ...100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue ...100	797,400		
North Carolina ...100	4,000,000		
Northern Central ... 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh...100	3,06 ,400	J. & D.	Jun.'68 4
Northern of N. Jersey ...100	158,800		
North Pennsylvania ... 50	3,150,150		F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi ...100	20,222,647		
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport ...100	4.848,300	J. & J.	July '68 3
Orange and Newark ...100	281,550		
Oswego and Syracuse ... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri ...100	3.581,000		
Panama ...100	7,000,000	J.A J&D.	July '68 6
Paterson and Ramapo ...100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul '68 4
Pennsylvania ... 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*... 50	5,069,450		Jan. '68 2
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton* ...100	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt ... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City ... 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 20	160,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Jul.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '68 3
Portland and Kennebec...100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester.100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston...			Jul. '68 3
Rensselaer and Saratoga ...100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g.100	847,000		
Rich., Fred. and Potomac.100	1,041.800		
Rockport ...100	88,400		Nov.'67 2
Rome, Watert. and Og'nb.100	2,385,500	J. & J.	July'68 5
Rutland preferred. ...100		F. & A.	A'g.68 3½
St. L., Alt. and T. Haute.100	2,800 000		
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susquech'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* ... 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke...100	868,200		
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Potts.v* 50	869,450	F. & A.	Feb.'68 3
Shore Line ...100	635,500	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) ...100	750,000		Nov.'67 5
Somerville ...100	75,000	M. & N.	May'68 3
South Carolina ...100	2,819,275		
South Shore ...100	259,685		Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi ...100	1,000,000		
Staten Island ...100	660,000	J. & J.	Jul. '67 4
Stoney Brook ...100	267,300	M. & N.	M'y'68 2½
Summit Branch ... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,209,130		
Taunton Branch ...100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ...100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)...100	1,750,000		
Thirteenth and Fif. (Ph.)... 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw.100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	903,176		
Tol., Wabash and West... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston ...100	607,111		
Troy and Greenbush* ...100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*.100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.).100	200,000		
Union (Phila.) ... 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River ...100	834,400	J. & J.	Jan. '68 4
Vermont and Canada* ...100	2,250,000	J. & D.	Jun'68 4
Vermont Central ...100	8,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Virginia Central ...100	3,353,679		
Virginia and Tennessee...100	3,454,815		
Western Union ...100	2,687,237		
West Jersey ...100	781,050		Aug.'68 4
West Philadelphia ... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester ...100	1,130,470		
Wilm. and Weldon ...100	1,340,273		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio ... 25	8,228,595		
Delaware Division ... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson ...100	10 000,000	F. & A	Au.'68 6
Delaware and Raritan ...100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania ... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated) ... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred) ...100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water ... 50	2,052,083		
Union ... 50	2,907,850		
" preferred ... 50			
W. Branch and Susq ... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley ... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation ...100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jul. '68 2
American Coal ... 25	1,500,000	M. & S.	M. '68 6
Ashburton ... 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal ... 25	500,000	J. & D.	Dec '67 2
Central Coal ...100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal ... —		J. & J.	Jul. '68 4
Mt. Pleasant Coal ... —	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal ... 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal ... —	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal ... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal ... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal ...100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble ... 25	1,000 000		Dec'67 2½
Adams Express ...100	10,000,000	FMA&N	Apr.'68 5
American Express ... 50	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000		
United States Express ...100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horse.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	58½
30 Nov.'67	28.81	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	....	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,528,225	1,250,000	—	183,198	726,709	129,635	10	....	66½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	....	54½
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,316	14,278	1,125	—	....	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	—
30 Nov.'67	45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	....	—
30 Nov.'67	7.1.	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,800	33,000	—	—	8,589	89	—	....	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13,015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	.....	71,861	15,873	—	100	....
30 Sep. '6	22.00	—	..	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep. '67	19.7.	—	..	—	37	Broadway (Brooklyn)	266,561	200,000	35,000	10,015	107,736	28,744	8	100	....
30 Sep. '67	15.0	—	..	103	—	Broadway & 7th Ave., N. Y.	508,818	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep. '67	8.00	—	..	17	—	Brooklyn, Bath & Coney Isl'd	166,.59	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep. '7	70 00	—	..	207	—	Brooklyn City	1,800,813	1,500,000	300,000	.....	1,131129	195,907	12	100	....
30 Sep. '67	11.30	—	..	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	....
30 Sep. '67	.12	—	..	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	.....	15,085	6,352	—	100	....
30 Sep. '67	24.00	—	..	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep. '67	8.00	—	..	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	21,455	—	100	....
30 Sep. '67	1.76	—	..	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	....
30 Sep. '67	24.00	—	..	121	14	Central P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531 915	16,285	—	100	....
30 Sep. '67	14.82	—	..	—	—	Coney Island & Brooklyn	644,672	500.000	141,000	47,727	118,307	226	—	100	....
30 Sep. '67	22.00	—	..	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep. '67	18.00	—	..	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep. '67	10.24	—	..	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep. '67	5.50	—	..	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,723	9½	100	....
30 Sep. '67	3.00	—	..	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep. '67	5.36	—	..	—	—	Greenpoint & Williamsb'rg	144,000	44,380	100,000	3,900	—	—	—	100	....
30 Sep. '67	10.00	—	..	21	3	Harlem Br., Moris'n & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	....
30 Sep. '67	3.56	—	..	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	....
30 Sep. '67	7.00	—	..	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	....
30 Sep. '67	12.20	—	..	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep. '67	6.76	—	..	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	....
30 Sep. '67	10.00	—	..	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	....
30 Sep. '67	16.00	—	..	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,699	468,945	9,470	—	100	46½
30 Sep. '67	8.37	—	..	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep. '67	5.33	—	..	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	....
30 Sep. '67	2.07	—	..	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,048	20	100	....
30 Sep. '67	4.37	—	..	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	....
30 Sep. '67	18.00	—	..	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50 000	1,184945	222,222	12	100	....
30 Sep. '67	3.33	—	..	—	—	Troy and Albra	71,952	44,150	19,000	11 238	—	2,140	—	100	....
30 Sep. '67	15.50	—	..	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707	—	100	....
30 Sep. '67	2.25	—	..	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	....
30 Sep. '67	15.52	—	..	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	10[illegible]	14,721	9	100	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	..	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	—
31 Dec. '62	5.05	2.50	..	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	..	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	20,566	—	50	....
31 Dec. '62	5.80	—	..	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	....
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	.....	4,971	428	2	25	....
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	188,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	36
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	....
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	255,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	....
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	....
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	50½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	181,728	22,160	31½	50	70
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	15
31 Oct. '67	25.00	—	529	70	18	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	41½
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	66
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,337	50,000	.....	.....	.....	.....	—	....	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway:					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	59
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg:					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'n & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]:	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	..
Malden & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7		1869	....
Orange and Newark:			J. & J.		
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7		1883	....
Philadelphia City:			J. & J.		
1st Mortgage	140,000	6		1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	104
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, July 1, 1868.					
Loan of Jan. 28, 1847 ....registered	6,878,442	6	Jan. & July.	1867	144
Loan of March 31, 1848 ....registered		6	" "	1868	129
" " " ....coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 ....coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ....registered	20,000,000	5	Jan. & July.	1874	118
" " " ....coupon		5	" "	1874	115
Loan of June 22, 1860 ....registered	7,022,000	5	" "	1871	125
" " " ....coupon		5	" "	1871	127½
Loan of Feb. 8, 1861 ....registered	18,415,000	6	" "	1881	115½
" " " ....coupon		6	" "	1881	116½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ....registered	264,246,200	6	Jan. & July.	1881	115½
" " " ....coupon		6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s)...registered	1,664,855,950	6	May & Nov.	1882	109½
" " (5-20s)..... coupon		6	" "	1882	114½
Loan of March 3, 1864 (5-20s) ...registered		6	May & Nov.	1884	111
" " (5-20s) .....coupon		6	" "	1884	111
Loan of March 3, 1865 (5-20s)...registered		6	May & Nov.	1885	109½
" " " (5-20s).....coupon		6	" "	1885	112½
" " 2d series (5-20s)...registered		6	Jan. & July.	1886	108½
" " " (5-20s).....coupon		6	" "	1886	108½
" " 3d series (5-20s)...registered		6	" "	1887	108
" " " (5-20s).....coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s)..registered	198,449,800	5	Mar. & Sept.	1904	106
" " " (10-40s) .....coupon		5	" "	1904	109½
Pacific R. R. Bonds ....(currency)	28,000,000	6	Jan. & July.	'95-'97	102½
Treas'y Notes (7-30s) June 30, '64: 2d series	105,610,650	7.3	June & Dec.	1868	108½
" " (7-30s) Mar. 3, '55: 3d series		7.3	Jan. & July.	1868	109½
Matured Debt not presented	8,578,202	---	presentation.	------	----
Gold Certificates of Deposit	20,298,180	---	presentation.	------	----
Compound Interest Notes 1864-'65	21,604,890	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,144,212	---	------	------	----
Three per cent. certificates	50,000 000	---	------	------	----
Fractional currency	32,531,589	---	------	------	----
Navy Pension Fund	13,000,000	---	------	------	----
State Securities, latest.					
Alabama—State Bonds ....coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) .... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) .... "	648,000	5	Jan. & July.	1876	----
" — " " (") .... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ....coupon	3,727,500	7	Jan. & July.	1877	133
" — " " 1860 .... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds .... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds ....coupon	370,617	8	Jan. & July.	var	----
" — " " .... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ....coupon	276,000	7	various.	'72-'74	91½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) .... "	1,569,000	6	" "	'68-'74	82½
" — " " (Railroad) .... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) .... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ....coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " ....registered	1,229,667	6	" "	1870	----
" —State Bonds ....coupon	948,910	6	" "	'60-'70	----
" — " " .... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds .... "	945,200	6	" "	1879	99½
Indiana—State Bonds ....coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " .... "	3,829,936	5	" "	1866	93½
" — " " .... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ....coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds .... "	300,000	7	" "	1881	----
Kansas—State Bonds ....coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds .... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ....coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " .... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " .... "	415,000	6	May & Nov.	1870	----
" — " " .... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds .... "	636,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ....coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) .... "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) .... "	1,000,000	6	various.	1886	----
" — " " (New) .... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ....coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " 1857-'61 .... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 .... "	800,000	6	"	1871	100½
" — " 1863 .... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 .... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 .... "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt. and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R. R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	98
" — " " (Balt. & Susq. R.R.).	1,000,000	6	"	1870	98
" — " (Bounty)	501,000	6	"	abt. '74	----
" — " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — "	21,000	5	"	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	127
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" — " " "	4,379,500	5	May & Nov.	1894	115½
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank).	2,000,000	6	------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	98½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	93½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	98½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,250,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1864	1,194,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100½
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ....coupon	2,559,000	7	Jan. & July.	1877	108½
" — " " " ..registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " " "	6,000,000	6	" "	1873	101
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	191
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	----
" — " "	800,000	5	" "	1878	91
" —Canal Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	----
North Carolina—State Bonds	366,000	6	Various.	'69-'78	93
" — " "	8,334,000	6	Jan. & July.	'81-'90	65
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	71½
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	101
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	102
Pennsylvania—State Bonds ....coupon	4,998,000	5	Various.	'77-'82	----
" — " " ....registered	5,083,052	5	"	'68-'70	100½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	95
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	104
" — " " 2d series	7,909,520	6	" "	1882	107
" — " " 3d series	9,270,017	6	" "	1892	109
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	----
" — " "	289,167	5½	" "	Var.	60½
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	63½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " .... registered	108,000	5	" "	long.	----
" — " .... "	21,669,398	6	" "	long.	----
" — " .... coupon	10,900,000	6	" "	long.	----
" — " (new) ....registered	1,379,500	6	"	1876	53½
" — " (") ....coupon	489,300	6	"	1886	----
" — " (")	39,000	6	"	1890	----
Wisconsin—State Bond	405,100		Jan. & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	352,169	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,762	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,312
1868	383,600	281,900	262,800	288,700	308,891	366,200	329,800	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	231,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,539	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,859	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,357	800,325	1,088,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,544	1,091,466	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	73,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	788,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	467,754	496 666	543,019	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,718	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,599	98,482	108,461	95,416	95,924	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,084	4,663,808
1868	362,021	338,335	381,497	455,963	400,486	363,550	301,495	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	314,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	425,629	565,718	458,094	423,247	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,358	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,820	217,082	194,455	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,373	466,557	454,326	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,449	812,178	9,555,510
1865	653,083	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,514	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,163	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	32,147	68,189	59,862	75,677	92,715	61,770	37,380	689,383
1866	45,102	36,005	39,301	43,332	86,913	02,918	85,276	60,698	84,462	100,313	75,248	54,468	814,037
1867	39,078	27,667	36,392	40,710	57 352	60,558	58,262	73,525	120,495	120 268	79,431	54,719	774 987
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	968,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,144,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	602 000	6	Jan. & July.	"	1880	96
" " " 1855	594,250	6	Jan. & July.	"	1875	97
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	88
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	82½
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98
"	200,000	6	April & Oct.	"	1879	100
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	880,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	96
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct.	"	1875	93
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	93
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	80½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	87
1st Mortgage E. Div.	300,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101½
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	96,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000		April & Oct.		1883	94
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	79
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99½
1st Mort. (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99½
General 1st Mortgage	3,600,000	7	" "	" "	1885	92½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	93
Consolidated Sinking Fund	3,040,000	7	F M A. & N	" "	1915	92½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	100½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	18·0	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	93
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	101
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (R. Extension)	1,222,500	7	April & Oct.	" "	1875	99½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	83
Construction bonds, 2d Div'n	660,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Five per cent bonds	570,000	5	April & Oct.	"		61
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	82½
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var.," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	77
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	93½
Land Security	3,344,000	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---			----	----
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	----
Construction	5,090,500	7	April & Oct.	London.	1875	----
Construction	2,499,000	6	" "	New York.	1875	120
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	363,000	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	93
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	----
1st Mortgage	260,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	'68-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	----
Memphis Branch 1st Mortgage	267,000	7			'70-'75	----
Bardstown and Louisville	30,000	7			1870	----
City of Louisville bonds	1,074,000	---			'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	----
Loan $400,000	314,100	6			'70-'71	----
McMinnville and Manchester.						
State [Tenn.]	372,000	6			----	----
Mortgage	24,000	7			----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	93
1st Mortgage Sterling	1,000,000	7	" "	"	1891	----
2d Mortgage			May & Nov.	"	----	78½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	----
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6			----	----
Memphis and Ohio						
State [Tenn.] Loan	340,000	6			----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,254,000	7	May & Nov.	"	1890	----
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N. Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	116½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	116½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	637,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	101½
2d General Mortgage	2,693,000	7	" "	" "	1877	96½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500	--			1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	----	----
2d Mortgage	1,517,500	8	Feb. & Aug.	" "	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.	----	----
2d Mortgage (S. F.)	400,000	8		" "	----	----
1st Land Grant	3,612,000	7		" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
" " " "		8	" "	Mobile	----	----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	----
" ten years	75,342	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	----
Mortgage	61,500	8			1866	----
Bonds	100,000	---	Jan. & July.		1870	----
Bonds	299,200	---	" "		1876	----
Bonds	639,500	---	" "		1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	101½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	89
Muscogee:						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6		"	----	----
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	----
2d Mortgage Bonds	241,000	---			----	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mort. Construction	1,780,600	8			1889	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	96½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	----
" " ["] B. & N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	----
" " " "	45,550	6		" "	1883	----
Bonds of Aug. 1859, Convertible	452,000	7	Feb. & Aug.	" "	1876	133
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	94½
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,520	---		London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	97½
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (see'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1876	
Northern Central						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
North. Cen., 3d Mort. ($2,500,000)	1,064,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	79½
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	94½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91¾
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1850	
" 1849, "	2,356,600	6	April & Oct.	"	1870	105
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1842, "	1,525,800	6	" "	"	1880	92¾
" 1844, "	804,000	6	" "	"	1880	92
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	171,500	6	" "	"	1886	93
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	92
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1889	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	72¾
Mortgage (Registered)	504,000	7	"	"	1873	72¾
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	152
2d Mortgage	937,500	7	" "	"	1863	56
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steuben and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo. Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	83
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	90½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	83½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	42½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	998,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	100½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	92
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage guaranteed	200,000	6	" "	"	1890	85
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	16[illegible],000	7	March & Sept.		[illegible]	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
31 Dec, '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	715,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—				—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,504	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	222,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	----
30 Nov. '67	93.0	3.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	----
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	----
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	145
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	680,438	204,086	8	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	-	-	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	-	-	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,817	3,535	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '67	86.7	—	----	—	18	6	88	Atlanta and West Point	1,209,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	----
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	- -	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,686,956	229.0	.....	1,734,749	359,214	—	----
31 Mar. '67	171.0	71.0	----	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246 356	6½	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,305	3,203.900	437,000	146,067	3,855,7.1	228.8	306,335	1,006,953	332,551	9	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454.541	—	----
								ILLINOIS.													
31 Dec. '67	280.0	—	----	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280 0	1,672,965	3,892,861	1,743 733	10	137½
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365 542	18,957 024	400 0	2,421,566	6,146,862	2,793,463	20	165
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,25 ,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226.967	—	82½
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100.000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,074,034	1 413,999	10	109½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	----
31 Dec '67	454.8	252.5	----	—	150	94	3,776	*Illinois Central*	31,328,473	*	10,233,867	23,415,780	10.544,500	.....	41,562.280	708.3	3,765,216	7,160,992	3,51 4,366	10	148½
31 Dec. '67	111.0	—	----	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,136,269	111.0	297,509	754,463	187,005	—	----
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000.000	6,700,000	—	10,700,000	209.0	.....	2,215,402	.....	—	44½
								INDIANA.													
— —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	40
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,234	140,689	3,458,108	110.0	.....	448,858	230,834	9	25½
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,363	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.6	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,235	2,979,281	73 0	448,584	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,140	3,662,123	960,000	653,955	5,429,203	156 5	311,880	805,271	237,861	—	78
31 Dec. '67	162.0	—	----	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 200	2,892,000	795,004	5,507,204	162.0	.....	735,587	309,685	—	----
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,955	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	----
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,319	7,430	1,586,923	65.1				6	----
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	334 0	929,486	4,158,874	810,468	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,804,768	8,628,793	80.0	105,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,268	—	----
31 Aug '60	53.7	—	----	135.3	—	—	—	*Vicksburgh Shreveport & Texas.*	1,662,691	*	—	1.233,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—					—	—
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	.....	9,008,369	188.6	.....	340,898	.....	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	120½
29 Feb. '68	246.0	277.8	.....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,865,817	1,588,230	10,646,200	9,038,840	267,478	20,762,557	523.8	2,387,393	4,747,419	1,880,832	—	86½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,423	—	----
31 Dec. '58	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,963,740	*	—	7,153,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	85½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,069	267,804	—	----
31 Dec. '62	152 0	—	3.6	----	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	62.0	.....	.....	.....	—	----
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,635	3,049,574	433,089	5,609,115	9,200,000	1,356,135	16,598,448	303.0	1,199,660	2,675,875	719,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	118,738	1,306,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.5	3.6	8 2	----	10	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.	289,189	399,291	139	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,860,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,894	529,325	230,825	6	101
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,651	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	124
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	584,848	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,648,909	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,868	1,212,159	8	49½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.5	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	3,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	20
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	136
30 Nov. '67	47.9	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3,360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	136
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,421	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	111	Cape Cod Branch (par 60)	945,761	85,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6	64½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	125
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	121
30 Nov. '67	51.0	42.5	76 P	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	98.5	505,332	1,101,444	354,744	9	131
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,508	(O. by B. & L.)		21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	95,684	81,122	720,000	—	15,000	855,725	74.8	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	905,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,381,065	336,310	6	99
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O by B & L.)		17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Operr. by Troy and Boston.)				—	.....
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	61
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	.....
30 Nov. '67	45.7	—	10.6	—	11	15	229	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,383	151,360	8	117½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,087	63.6	433,650	688,500	128,462	3	.....
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	73
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Operr. by Concord)			97,925	9	135
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Operr. by C.)		50,267	48,317	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	352,540	681,301	242,998	8	116½
								NEW JERSEY.													
31 Dec. '67	64.2	—	3.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	—	.....
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124 2	.....	3,508,511	781,801	10	126½
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,407	147,928	—	11½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,000	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,398	1,472,376	10	121
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,498,012	1,013,617	3,616,350	6,347,457	1,513,438	11,477,225	87.7	827,528	1,382,840	164,547	8½	65
31 Dec. '67	33.8	—	33 8	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,865,393	846,150	10	133
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	—	159,100	300 000	62,145	495,044	35.0	128,394	252,366	48,459	—	.....
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,664,500	1,066,867	5,262,067	81.0	—	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	278,639	119,287	14	.....
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,170	484,228	220,215	—	.....
30 Sep. '67	35.7	—	—	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43.2	20,733	49,159	28,850	—	.....
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Railway		Co.	233,100	7	85
30 Sep. '67	88.3	—	35.0	—	44	24	853	Buffalo and Erie	5,109,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,352,230	576,842	10	.....
31 Dec. '67	460.0	97.0	378.0	—	371	190	5,837	Erie	49,247,770	*	5,071,492	25,111,210	22,429,927	3,524,813	54,319,262	784.0	6,458,279	14,317,213	2,662,141	—	60
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486.415	6,018,602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,886,047	8	138
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.0	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	692.0	6,401,420	13,979,514	3,109,801	6	131½
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491,685	1,563,697	1,109,365	6,785,050	5,993,625	37,000	12,815,675	162.9	788,120	2,783,699	1,119,369	8	124
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,964,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,645	86,515	—	68½
30 Sept. '67	23.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	operr. by R., W & O. R.R. Co.				—	.....
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	573,500	4,375	1,413,094	36.3	101,544	256,528	81,620	8	.....
30 Sep. '67	174.9	—	30.0	—	31	53	859	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	95½
30 Sept. '67	25.2	—	1.2	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	included in Erie.			53,959	—	.....
30 Sep. '67	141.1	43.5	20.7	—	37	27	480	Rome, Watert'n & Ogdensb'g	4,000,724	*	587,519	2,400,000	1,334,600	353,643	4,588,243	218.6	—	1,216,471	449,093	10	110
30 Sept. '67	24.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	.....
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	668,895	112,915	10	.....
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,694	—	.....
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,095	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	195,480	—	.....
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	952,732	*	—	831,300	—	121,432	952,732	34.9	83,168	150,375	83,679	7½	.....
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	185,226	693,721	—	—	693,721	12.0	—	—	—	—	.....
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	*	11,673	98,650	85,000	600	184,250	10.3	19 880	51,630	20,596	8	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493.366	1,147,018	1,201,000	671,984	3,773,539	171.9	—	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,338	1,463,775	674,664	823,468	3,560,528	171.0	—	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	506	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	35
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	282	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	86½
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	3,750,000	2,500,000	—	11,250,000	95.5	804,876	2,659 346	973,518	10	91½
30 Nov. '67	101 0	102.5	.....	—	63	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	89
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	101
30 Nov '67	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,464,078	—	736,667	1,786,200	248,000	80,667	2,200,714	operr. with Little Miami.				8	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	.....
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	35,935	5,479,886	153.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
31 Dec. '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,335	1,707,000	461,538	23,500,000	3,888,000	598,593	28,108,918	340.0	.....	3,459,319	286,465	—	30½
30 Jan. '66	158.9	16.0	.....	—	28	17	423	Sandusky and Cincinnati	3,985,864	595 400	391,992	3,382,163	1,218,972	109,318	4,972,746	205.9	346,671	694,520	134,081	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,425	*	106,623	900,236	2,041,600	28,223	2,970,069	125.0	240,785	420,453	126,800	—	.....
31 Dec. '67	454.6	48.2	—	—	105	49	2,159	Toledo Wabash & Western	20,990,000	*	1,755,183	6,700,000	15,494,000	68,670	22,754,183	522.0	1,259,485	3,809,353	1,002,471	—	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								Pennsylvania.													
31 Jan. '66	44.0	—	....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,910,900	1,049,166	58,838,989	565.7	—	5,195,266	1,620,329	—	....
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	10
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,308,000	708,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	118
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,992	—	....
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	255,376	395,149	4,?35	5	31½
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	....
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	133,284	7	....
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	....	2,341,375	58.8	149,189	186,451	52,342	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,295	68,880	3,[illegible]3,130	80.0	508,071	790,808	233,345	—	....
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	91,140	534,154	193,776	8	....
31 Oct. '67	10[illegible].0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,375	3,580,764	1,272,069	10	55½
31 Oct. '67	28.2	3.0	24.7	—	—	...	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	868,000	—	3,514,100	oper	.by Read	ing R. R.	—	—	45
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	"	302,048	8	55¾
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	343,012	898,574	361,604	5	33¼
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,834,056	21,045,750	13,311,840	591,555	34,949,145	561.5	7,740,290	16,340,156	4,154,521	11	52¾
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	—	1,856,993	24.2	315,164	634,717	298,318	10	68¾
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996,700	13,000,000	22,473	19,019,173	287.5	1,604,825	2,334,731	loss.	—	26¾
31 Oct. '67	147.0	20.2	265.6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,560,825	—	30,416,926	474.8	3,677,457	9,106,496	2,493,542	10	46¾
31 Oct. '67	26.5	—	32.2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,115	38.3	—	863,705	299,826	10	129½
31 Oct. '67	96.0	3.8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432,531	890,730	9	56¾
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	339,804	60?,596	270,419	—	....
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,500	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382,628	10	100¾
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,452	107,811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,883	180,693	10,000	684,036	962,600	133,966	880,602	35.4	167,552	375,680	189,705	—	18
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated b	Penn.	—	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,569	133,671	8	42
								Rhode Island.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	486,140	111,835	—	92
								South Carolina.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	....	....	....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	....	....	109.6	....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	....	164.5	....	341,190	125,871	....	—
28 Feb. '67	102.0	—	....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	217,775	66,687	—	—
31 Dec. '66	136.0	106.0	....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,175	242.0	....	1,312,738	387,332	—	—
								Tennessee.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,?07	47.6	....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,281,585	1,002,601	2,195,331	5,312,725	3,126,530	921,987	9,481,517	291.0	786,331	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	....	....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,039	3,015,107	99.2	....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	....	....	159.0	....	734,118	337,384	6	—
1859	....	—	....	—	—	—	—	Nashville and Northwestern	....	—	—	....	....	....	....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	....	—	—	216,962	413,000	408,477	....	30.0	—	1,248	—	—	—
								Texas, (*all aided by State*).													
— — '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	....	....	—	....	....	....	....	32.0	....	....	....	—	—
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	....	....	—	....	....	....	....	56.0	....	....	....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	....	—	275,000	240,000	171,560	....	50.0	31,300	32,670	....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	....	....	—	....	....	....	....	25.0	....	....	....	—	—
								Vermont.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	....	....	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	....	....	2,250,000	ope	r. by Vt.	Central	180,000	8	101½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	....	....	23.6	....	90,273	34,358	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	....	....	ope	r.b.Troy	& Bost.	53,852	—	....
								Virginia.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	? months	79.2	47,702	54,121	16,332	—	....
30 Sep. '65	103.5	—	....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680,685	694,000	....	....	103.5	436,729	758,883	42,878	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	....	....	....	2,063,655	2,923,000	380,780	....	167.7	6 mos.	300,101	102,651	—	18½
30 Sep. '66	123.8	10.1	....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	....	289,581	49,581	—	....
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	....	326,554	213,852	7½	....
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	190.5	310,204	639,662	280,211	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	....	78.6	159,981	279,945	145,385	7	....
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	....	....	23.7	12,542	—	—	—	....
28 Feb. '67	80.0	—	...	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	....
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	641,814	296,428	3,353,679	1,919,550	37?,297	6,379,046	221.8	300,405	554,611	135,648	—	....
Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,?22	7,862,250	214.9	278,839	556,022	93,882	—	—
								Wisconsin.													
1 Dec. '66	196.0	79.0	....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	275.0	986,727	2,538,800	934,103	—	76½
1 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	—	235.0	....	....	....	—	40
....	—	....	....	....	....	....	....	Western Union	....	....	....	....	....	....	....	....	....	....	....	—	—
								Canada.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	161.0	....	236,798	67,652	—	15
31 Dec. '52	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	....	242,798	117,842	—	63
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	[illegible],210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	....	4,368,510	1,154,85[illegible]	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	....	26,084,180	357.0	....	3,011,860	1,649,510	1½	....
11 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	....	....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,13[illegible]	—	—
								New Brunswick.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,839	55,77[illegible]	—	—
July, '61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	92,[illegible]	—	1,380,000	13,100	136,000	1,799,282	60.0	—	132,[illegible]66	36,67[illegible]	—	—
								Nova Scotia.													
Dec. '62	61.[illegible]	30.5	....	—	20	18	100	Nova Scotia	4,273,401	*	—	4,273,28[illegible]	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								New Granada.													
....	8.[illegible]	—	—	—	11	22	120	Panama	8,000,000	*	—	6,033,12[illegible]	—	0	[illegible]0,762,72[illegible]	46.7	—	837,428	1,[illegible]	—	....

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,300	7	—	18
Catawissa (preferred)	1,150,000	7	—	35 ¾
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	70
Chicago & Alton (preferred)	2,425,400	7	7	138½
Chicago & Northwestern (pref.)	14,789,125	7	7	82½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40¾
Erie (preferred)	8,536,910	7	7	73½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	87
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	29
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,294,296	8	8	106
" " " (2d pref.)	341,400	7	7	99½
Milwaukee & St. Paul (preferred)	7,370,900	7	—	83½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	124
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	3	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	73½
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45½
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. R.R.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,484,351	6	"	1884	82
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	80½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85½
2d Mortgage	3,980,670	6	J. & J.	1882	70½
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	"	1865	----
Mortgage bonds	993,000	6	" "	1878	59½
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	12
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	38¾
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	50
Delaware and Hudson	100	10,000,000	10	130¾
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	74½
North Branch	100	----	—	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	11
" " (preferred)	50	2,888,988	—	22
Susquehanna and Tide Water	50	2,048,260	—	15
Union	----	----	---	¼
Union (preferred)	50	2,787,000	—	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	35

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	42 — @ 45 —
Pig, American, No. 1	40 — @ 42 —
Pig, American, No. 2	36 — @ 38 —
Bar, Refined, English and American	81 — @ 87 50
Bar, Swedes, assorted sizes (gold)	87 50 @ 90 —
	—Store Prices.—
Bar, Swedes, ordinary sizes	— — @150 —
Bar, English and American, Refined	— — @ 95 —
Bar, English and American, Common	— — @ 85 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Band	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ½ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod per lb.	9 @ — 10
Sheet, Russia, Med. No.'s	— 13½ @ — 14
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	51 50 @ 52 —
Rails, American (at works)	79 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring (2d and 1st qlty.)	— 10 @ — 12½
English Blister (2d and 1st qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
English German, (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 10½ @ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery, do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — 42
Sheathing, &c., Old	— 18 @ — 20
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½ @ — 24½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 25 @ 6 40
German Refined (gold)	6 30 @ 6 50
English (gold)	6 30 @ 6 87½
Bar (net)	10 — @ — —
Pipe and Sheet (net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 26½ @ — 27
Straits (gold).	— 23½ @ — 24
English (gold).	— 24 @ — —

	—Gold.—	—Currency.—
Plates, I.C. Charcoal. p. box.	8 37½ @ 8 50	12 25 @ 12 75
Plates, I. C. Coke	6 87½ @ 7 50	10 — @ 11 —
Plates, Coke Terne	— — @ 6 25	9 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 12½	11 50 @ 12 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— 17½ @ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 23
Refined, free, S. W.	— — @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 32½ @ — 33
Refined, in bond, Standard White	— — @ — 34½
Refined, in bond, prime White	— 35 @ — —
Naptha, Refined, (60 @ 63 gravity)	— 18 @ — 20
Residuum per bbl.	— — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
Atlantic M. S. S. Co.	----	----	----	----	15	----
Boston, Hartford & Erie	18¼	18⅞	19½	19½	19¼	19½
California 7s	----	----	----	----	----	----
Canton Co.	----	----	48	----	----	----
Central of N. Jersey	121	120¾	121	----	121	121
Chicago & Alton	137½	137½	----	----	----	----
" " pref.	----	----	----	----	138½	138½
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	79½	----	79	----	----	----
Chic. & Northwest'n	82	83½	----	82½	81½	----
" " pref.	82½	82⅞	----	----	81¾	----
" " 1st M.	----	----	92½	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	94	----	----	----	92½
Chicago & Rock Isl.	109¾	110½	110½	111½	110½	111½
" 1st M. '70	----	99½	----	----	----	----
Chi., R. I. & Pa. 7s 1896.	94½	----	----	----	94¾	----
C., C., C. and Ind.	----	88	86½	86½	86½	86½
Clev. and Pittsburg	89½	90	----	89½	86½	87
" 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo	102¾	103	102¾	102	102	101½
" " S. F. 7 p.c.	----	----	----	----	----	101
Clev., Painesv. & Ash.	99½	99½	100	99½	99⅞	----
Cumberland Coal pref.	33	----	----	----	----	----
Del. & Hudson Canal	131	----	----	----	130¾	----
Del., Lack. & West.	----	----	----	----	----	----
" 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" 2 M. 8 p.c. '81	100	----	----	----	----	----
Erie	68¾	69	68¾	67½	59¾	57½
" pref.	----	----	----	74	----	73½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	78	----	78	77½	----	----
Hudson River	138½	----	----	137½	----	140
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	105	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	----	150	151	----	----	149
" bonds	----	120	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
Michigan Central	119	----	----	----	----	119½
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	112	----	----	----
M. S. and N. I.	92½	92½	----	88½	87	85½
" " 1 M. S. F.	101½	----	----	----	----	101½
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	106	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	77¾	76	76	----	----	74½
" " pref.	83	83½	83	83	80½	81½
" " 1st mort.	93	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	92½	92¾	93	94	93½	93½
" iss. to H. & St. J. R.	----	----	----	93½	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	65	----	63	----	----	----
" " 1st mort.	101	101¼	101½	----	----	----
" " 2d mort.	92¾	----	----	----	----	89x
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	135½	136¾	132	132½	130½	131
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	96½	----	96½	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "'pref."	----	----	----	----	----	----
" " 1 M. 7 p.c. '73	----	----	----	----	----	103
N. Y. and N. Haven	----	----	145	----	----	----
N. Carolina 6s ex-coup.	72½	69½	69½	70	69½	71
" new	71	68½	69	69	69	72½
Ohio & Miss.	30½	30½	30¾	30½	29½	29¾
" " pref.	----	----	----	----	78¾	----
" " 1st m.	----	----	----	----	----	95½
Pacific Mail S.S. Co.	101½	101½	101¾	101¾	101½	100¾
Panama	339	----	----	----	----	----
Phila. and Reading	94¾	95¾	----	95	93¾	90
Pitts. Ft. W. & Chicago	110	110½	110¾	110¾	109¾	109½
" " 1 M.	103	----	----	----	103	103½
" " 2 M.	98½	----	98	----	----	----
" " 3 M.	----	----	----	----	----	----
Quicksilver Mining Co.	----	----	----	21½	22	----
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
" " 1 M.	----	----	----	94	94	----
" " 2 M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	82	----	----	----
Tennessee 6s. ex-coup.	66½	62½	63	65	63¾	65½
" new	64½	61	62½	64½	63	64½
Tol. Wab. & Western.	51½	----	51	50½	49	50
" Pref.	----	----	----	----	----	----
" 1 M. ex.	94½	----	----	----	----	90½
" " 2 M.	----	----	----	----	----	83½
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	54¾	52½	----	55	----	53¾
" new	54½	51½	52	53¾	----	53½

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	Th 30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	127½	----	
U. S. 5s, 1874, reg.	----	----	----	----	----	
U. S. 5s, 1874, coup.	----	----	----	----	----	
U. S. 5s, 10-40s., coup.	108½	----	108½	108½	108½	109½
U. S 5s, 10-40s, reg.	----	----	104½	----	106	
U. S. 6s, 1881, reg.	115½	115½	----	115½	----	115½
U. S. 6s, 1881, cou.	115½	115½	115½	115½	115½	116
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	----	109½	----	109½	109½	109½
U. S. 6s, 5-20s, c. '62	114½	114½	114½	114½	114½	114½
U. S. 6s, 5-20s, reg.'64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	111½	111½	111½	110½	110½	111
U. S. 6s, 5-20s, reg.'65.	----	109½	----	----	----	109½
U. S. 6s, 5-20s, c. '65	112½	112½	112½	----	----	112½
U. S. 6s, 5-20s, r. n.'65.	108½	----	----	108½	----	----
U. S. 6s, 5-20s, c. n.'65.	109½	108½	108½	108½	108½	108½
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '67	109½	109½	109½	109	109	109
U. S. 6s, 5-20s, reg. '68.	----	----	----	----	----	----
U. S. 6s, 5-20s c. '68	109½	109	----	109	109	109
7.30 Notes, 2d series	----	----	----	----	----	----
" " 3d series	108½	----	109½	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

	W.29.	Th 30.	F.31.	Sat.1.	M.3.	Tu.4
Catawissa	----	----	----	----	----	----
" preferred	34½	34	34	33½	33½	33
Camden & Amboy	127	126	126	----	126½	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	93	----	93	----	----	----
" " 6s,'89	----	----	----	----	88	----
" mort. 6s,'89	----	97	97	----	97	97
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	21½	22½	22½	22	21½	21½
" " 6s, '84	----	82½	----	----	82	----
" " Gold L.	88½	88½	88½	88½	88½	88½
Lehigh Valley R R.	55½	56	56	55½	55½	55½
" " 6s	----	----	----	95½	----	----
Little Schuylkill R. R.	44½	45½	45	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	56	----	----	56	55½	55½
Morris Canal	----	----	----	----	----	----
" " pref.	74½	----	----	----	----	72
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	33½	----	----	----	----	----
" " 6s	----	----	----	90	90	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	53½	53	53½	52½	53	52½
" 1st m.	100½	100½	100½	----	100½	----
" 2d m.	100	100½	----	----	----	----
Penn. State, 6s 1st series	----	104	----	104	104	----
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	----	----	----	----	----	----
" " 6s. W. L.	----	----	----	----	----	102
Philadelphia City, 6s	99½	99½	99½	----	----	----
" " new	102½	102½	103	103½	103½	103½
Philad., Germ. & Nor.	----	----	----	----	68½	----
Phila. & Reading	47½	47½	47½	47½	47½	47
" " 6s, '70	105	105	105	----	----	----
Philadelphia & Erie	----	----	----	----	----	26½
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	22	----	----	----	----	----
" " 6s '82	----	----	----	----	70	70
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	59	59½	----	----	59½	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	35	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	50½	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1890	97	97	----	97½	97½	----
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds '75	97	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	97½	----	----	----	97½	----
Marietta & Cin. 1st m.	95	----	96	----	----	93
" " 2d m.	78½	----	79½	----	78½	78½
Northern Central	49½	----	----	49½	----	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	18	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Albany	146½	146½	146½	147	147	147
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	----	136	----	136
Boston, Hartford & Erie	18½	18½	19½	19½	19½	20
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	----	73
Connecticut River	----	----	----	----	----	----
Eastern	----	----	----	121	----	121
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	119	----	119	----	----	----
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	68	68½	----	----	----	----
Old Colony & Newport	97½	97½	97½	----	----	99
Ph., Wil. & Baltimore	----	55½	56	56½	----	56½
Portl'd, Saco & Ports.	100½	----	101	----	----	----
Vermont & Canada	----	----	----	101½	----	----
Vermont & Mass.	----	----	61	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	100	----	99½
Metropolitan "	----	----	68½	----	----	66½
Middlesex "	54½	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	21	----	----	----	20	----
Franklin "	----	----	----	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities July 17th, and 24th:

	Closing Prices. July 17.	June 24.
United States, 5-20s, 6 per cent 1882	72½@ 72¾	72½@ 72¾
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	71¾@ 71¾	71¾@ 71¾
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	34 @ 36	34 @ 36
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	63 @ 68	65 @ 70
Do. do., 2d mort., 1881	57 @ 62	60 @ 65
Do. Penn., 1st mort., 1877	63 @ 68	65 @ 70
Do. do., 2d mort., 1882	57 @ 62	60 @ 65
Do., consolid. mort. bonds, 1890	35 @ 36	40 @ 41
Detroit and Mil. 1st mort. 7 p. c. 1864	60 @ 62	60 @ 62
Erie shares, $100 (all paid)	43½@ 44½	43 @ 44
Do., sterlg. 6 p. c. conv. bonds	74 @ 76	74 @ 76
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	94 @ 95	95 @ 96
Do., 7 p. c., 1875	78 @ 82	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.	71 @ 73	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c.	105 @107	105 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	94 @ 96	94 @ 96

American Railroad Journal.

Saturday, August 8, 1868.

Stock Exchange and Money Market.

The Money Market has been uniformly well supplied all through the week, now under review. The offerings, particularly on call, have been decidedly liberal, both on bank and on private account. The demand from speculative sources has been somewhat brisker, but has been promptly responded to at from 3@4 per cent. as the ruling figures. The mercantile inquiry from local and country borrowers has likewise been more animated; but all the really choice to good business paper that has been offered in the street has been readily discounted at from 5@7, chiefly at from 6 @7 per cent. per annum. The city banks made a further handsome addition to their deposit and legal tender averages, in each instance, to an amount exceeding 1⅜ millions; while they reported a loss of only a small sum, in the specie line. On the other hand, they were obliged to contract their loans over a million dollars, because of the diminished call for aid from their customers. A slight reduction was also made in their circulation. The U. S. Sub-Treasury has disbursed, since our last, some four and a half millions more than it received from all sources. It held a cash balance on Tuesday evening of $78,421,279, against $80,133,186 on the 1st inst., and $89,125,661 on the 1st of July. The business of the office on Monday of this week was unusually heavy in both lines of income and expenditure. On Monday, a draft for the $7,200,000 appropriated to pay for Alaska, was provided for at the Bank of Commerce. This amount was, of course, in coin, or the certificates representing coin.

The specie reserve of the city banks is now $20,502,737, against $6,461,949 same time last year. The city bank deposits are now $228,104,754, against $201,153,754 week ending Aug. 3, 1867. The legal tender reserve amounts to $73,638,061, against $75,098,762 same time last year. The circulation now stands at $33,957,305, against $23,559,117 same time last year. The loans are now $279,311,357, against $254,940,016 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $74,855,699 a day, against a daily average of $81,195,000 the preceding week, and $84,243,743 the week ending with July 18, 1868. The current week's exchanges average about $104,656,384 a day. The city banks, last week, gained $1,402,475 of legal tender, and $1,343,205 of deposits. They lost $301,364 of specie, while they reduced their loans, $1,033,598; and their circulation, $6,068.

The New York Gold Exchange Bank reports for the week ending Saturday, the 1st day of Aug., 1868, the average amount of loans and discounts as $1,121,434; average amount of specie, $869,981; average amount of deposits, $1,443,468.

The Philadelphia Bank movement the past week shows an increase in loans of $316,800; a decrease of $8,605 in specie; an increase in legal tenders of $546,283; an increase of $1,121,946 in deposits; and an increase of $1,399 in circulation. The Bank Clearings show a decrease of $2,707,278, and the balances, a decrease of $575,307.

The U. S. Sub-Treasury receipts, week ending with Aug. 3, were $15,677,954, including $2,430,801 from customs duties; payments, $15,000,825, including $92,000 of coin interest; balance at the close of the week, $82,041,604, against $81,364,472, at the close of the preceding week, showing a decrease of $677,129. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $16,517,789 including $353,458 from customs; and payments, $18,930,507; on Tuesday, receipts, $4,375,225 including $574,000 from customs, and payments, $8,580,831. The balance at the close of business on Tuesday stood at $78,421,279, against $82,904,000, a week previous; and $81,916,656, on July 22, 1868. The aggregate receipts of the office from all sources in July, were $94,561,982; aggregate payments, $103,554,458. The balance on the 1st inst., was about nine millions below that on the 1st ult., which amounted to $89,125,661.

The outstanding amount of coin certificates on the 1st of June, was $20,298,180, against $19,357,900 on the 1st of May, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $708,000, and retired $2,836,800 through the receipts for customs.

The coin certificates issued by the Sub-Treasury office, during July, reached $8,939,060.

National Bank notes to the amount of $123,500 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,106,116, against $282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,198,898, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,907,218. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,611,-800; and for the public deposits, $38,047,950—making a total of $379,659,750. The Treasury Department last week redeemed and destroyed $563,158 of worn and mutilated fractional currency, and issued $498,778 of new. The outstanding amount of fractional currency on the 1st of June was $32,531,590, against $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government derived a moderate income, last week, from both excises and customs. The excises, last week, yielded some three millions; customs at the port of New York, $2,430,801, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $7,685,950 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $13,500,000. Special Commissioner Wells, in a late official summary, says the National income from all sources, year ending with June 30, 1868, was $406,300,000 (including ($163,500,000 from customs, $193,000,-000 from excises, and $49,800,000 from miscellaneous sources,) against expenditures of $371,550,-223, (including $146,231,380 of ordinary, and $225,318,845 of extraordinary disbursements,) in the same fiscal year. He estimates the aggregate expenses of the Government for the current fiscal year of 1868–'69, ending with June 30, 1869, at about $289,000,000. He further estimates the amount of taxes abated or repealed, since the close of the war, at $167,269,000.

The Gold speculation has been quite spirited, since our last, the operators for a rise having been sturdily pushing their interest. The demand has been mainly from investment sources. The reduction, real or apparent, of the coin reserve of the Government, by the large appropriation of specie, to pay for Alaska, and the anticipated outflow of this amount, have been made use of as circumstances favorable to the purposes of the inflationists. The crop advices, particularly from the South, and the reports of the political situation have been interpreted adversely to the public credit. The export and customs drain of specie, however, has been moderate, the former unusually so. The range of the price of gold, during the week, has been from 144⅝@148¼, and the closing figures on Wednesday were 148@148⅛. The exports of specie last week considerably under a million; thus far this week, they have been $1,093,000, including $93,000 on Tuesday, and $1,000,000 on Wednesday. The customs revenue of the Government at this port in July amounted to $9,555,594, against $9,794,404 same month in 1867.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $4,214,256, against $1,743,560 same time last year. The customs demand for Gold last week, averaged $405,133 a day; thus far, this week, it has been equal to $418,-750 a day, or equal to a weekly aggregate of $2,512,500. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $56,756 and from California, $1,275,075. The total customs revenue of the Government, in coin, at this port, during the fiscal year ending with June 30, 1868, was $113,529,891, against $122,667,016 in the preceding fiscal year. The customs revenue in coin at this port, since Jan. 1, 1868, has been $66,470,956, against $71,260,915 same time in 1867. The total receipts of California gold at this port, in the last fiscal year, ending with July 1, 1868, were $36,726,790, against $38,338,762 in the preceding fiscal year, showing a decrease of $1,611,972 in 1867–'68. The receipts from the same source, since Jan. 1, 1868, have been $25,557,477, against $17,823,182, in 1867, showing an increase thus far in 1868, of $7,-734,295. The exports of specie, hence, year ending with July 1, 1868, were $76,256,594, against $41,366,932 same time in 1866–'7. The exports of specie from this port, last week, were only $715,-592, against $1,161,806 same week last year; total, since Jan. 1, 1868, $59,688,157, against $37,-427,856 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $92,000; since Jan. 1, 1868, $59,065,580, against $39,157,199; and during the last fiscal year, ending with June 30, 1868, $73,485,386, against $54,218,392 in 1866–'7. The specie exports from San Francisco, from Jan. 1, to July 20, 1868, were $22,906,125, against $22,927,189 same time last year.

Government received $4,601,413 from customs at the port of San Francisco, from Jan. 1, to July 20, against $4,061,881 same time in the preceding year.

Foreign exchange has been quite slow of sale, most of the week, on a comparatively liberal offering of bills, particularly of second class, the presence of which on the market has been operating against the interests of drawers. Bankers' prime sixty day bills on London closed on Wednesday at 109¾@110¼, and on Paris to 5.18¾c.@5.13¾; sight bills on London to 110⅛@110⅝, and on Paris to 5.13¾c.@5.12½. The offering of produce bills has been light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,505,994, against $1,615,117 same week last year; total, since Jan., 1, 1868, $99,079,058, against $112,534,844 in 1867; and grand total, during the fiscal year ending July 1, 1868, $179,-784,280, against $195,544,905 in 1866–'67.

Government securities have been only moderately active, most of the week. The six per cent. coin bearing bonds of 1881, and the Five-Twenties of 1862, together with the coupon Ten-Forties have been in most favor, particularly for shipment to Europe. The later issues of the Five-Twenties have been in rather limited request for home investment purposes. The Seven-Thirties of all denominations have practically disappeared from the market. The most extended privilege of converting these notes into Five-Twenty bonds—that on the last or July issue—matured on the 1st inst. The small amount of the notes now outstanding will be redeemed in currency, exclusively. The conversions of the notes in July, through the U. S. Sub Treasury in this city, amounted to $15,585,650, or equal to about half a million a day for each of the 31 days in the month. The later dealings in the funds, on Wednesday, indicated more firmness and animation. A considerable *short* interest has been made in Ten-Forties, which have not been plenty, and which have been advanced to a relatively extravagant price.

U. S. sixes of 1881 closed here on Wednesday at 115⅞@116; U. S. Five-twenties of 1862, 114⅝@114¾; U. S. Five-twenties of 1864 at 111@111⅛; U. S. Five-twenties of 1865 at 112⅜@112½; U. S. Five-twenties of 1865, consolidated, 108⅝@108⅛; U. S. Five-twenties of 1867, 108⅞@109; U. S. Five-twenties of 1868, 108⅞@109; U. S. Ten-forties at 109⅜@109⅝, U. S. Six per cent. currency bonds, 102⅝@102⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....119	October, 1865....118
September, 1865..118½	

U. S. three per cent. certificates 100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 22.	July 29.	Aug. 5.
Consols.....	94¾	94½	94⅜
U.S. 5-20's of 1862...	72⅞	72½	71½
Erie.....	42¾	43¾	37¼
Ill. Central.....	96	94⅝	92⅝

The railway and miscellaneous share market has been violently disturbed by a vigorous *bear* movement against Erie common stock, which carried down the going rate for this property fully 11 per cent. in two days, the severe depression in this particular instance operating quite adversely on the whole list. The transactions in all share property were on a restricted scale, and the general market closed very feverishly.

The bond and mortgage dealings of the week have been comparatively fair in amount.

In domestic produce, more activity has been noticed, particularly in Breadstuffs, Provisions and Tobacco, at generally advancing prices. Cotton has been less sought after. Middling upland cotton closed heavily on Wednesday at 29@29¼ cents per lb. The stock of cotton now here is estimated at about 45,000 bales. The receipts at the port this week, have averaged only about 1,100 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,189,000 bales, against 1,871,000 bales same time last year; exports, same time 1,706,500 bales, against 1,555,000 bales same time last year; stock on hand at latest dates, 60,000 bales, against 135,000 bales same date last year. At the Live Stock market, this week, Beeves have been in much better supply and less demand at from 12@17c. per lb.; week's receipts, 7,078. Veal calves in fair request, but quoted heavy at from 7@11½c. per lb.; receipts, 1,138. Sheep and lambs have been unusually abundant and decidedly lower, ranging from 4@6¾c., and 8½@9½, respectively, per lb.; on a restricted trade; receipts, 22,933. Swine have been in in fair demand and rather firmer, at from 10½@11c. per lb., all live weight; receipts, 13,-550. Foreign merchandise has been in moderate

supply, as a rule; but the demand has not been active; and the changes in prices have not been important.. The total imports of foreign dry goods, last week, were $2,185,819, and the total amount marketed $1,745,717. The value of foreign merchandise imported last week, was $3,509,347—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,695,166, against $3,488,374 same week last year; from Jan. 1, 1868, $145,173,534, against $149,888,106 same time in 1867; and year ending July 1, 1868, $238,283,518, against $269,831,007 in 1866-'67. The freight market has been less active and rates have been quoted lower, chiefly on grain freight for British ports. For Liverpool we quote flour at 1s. 4½d. @1s. 6d. by sail, and 1s. 7½d.@1s. 9d. by steamer, per bbl.; grain at 4@4½d. by sail, and 5@5½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and $\frac{3}{16}$d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday 507.

The New York exports, exclusive of specie, for the week ending Aug. 4, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$1,615,117	$2,505,994
Prev. reported.....	110,919,727	96,573,586
Since January 1.....	$112,534,844	$99,079,058

The imports for the week ending August 1, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,382,127	$2,185,819
Gen. merchandise.....	2,106,247	3,509,347
Total for the week.....	$3,488,374	$5,695,166
Previously reported....	146,399,732	139,478,368
Since January 1.....	$149,888,106	$155,173,534

The balance in the Sub-Treasury on Wednesday was $78,582,601 08.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns —

New York.—New York State 7s, Bounty Loan, reg., 109; Connecticut 6s, 100; Georgia 7s, 91½; U. S. 6s, Pacific R.R. issue, 102⅞; Brooklyn 6s, W. L., 96; Jersey City W. L., 93; Chicago and Northwestern Equipment 10s, 100¾; Toledo, Peoria and Warsaw 1st mort., W. D., 80; Toledo and Wabash Equipment bonds, 73½; Milwaukee and St. Paul 8s, 107; do., 7.3s., con., 100; Hannibal and St. Joseph R. R., 85⅞; do., pref., 87; Chicago and Great Eastern R. R., 40; Second Avenue R. R., 46½; Boston Water Power Co., 17⅛; Adams' Express, 52⅜; U. S. Exp., 45½; Merchants' Union Exp., 24; American Exp., 45; Wells-Fargo Exp. Co., 26½; Union Navigation, 27; Brunswick City Land, 8½; Western Union Telegraph Co., 34⅝; do., 7s, 89⅞; Merchants' Bank, 121; Butchers' and Drovers' Bank, 130; Fourth National Bank, 104½; Phœnix Bank, 108; Ocean Bank, 109; Am. Ex. Bank, 121; Metropolitan Bank, 138; Central National Bank, 108½; Bankers' and Brokers' Ass., 99; Bank of Commerce, 122; Importers' and Traders' Bank, 127; Continental Bank, 103; Marine Bank 150; Park Bank, 152; Bank of Republic, 125½; Irving Bank, 110; Black Hawk Gold, 6.50; Benton Gold, 0.25; Bennehoff Run Oil, 1.00; Consol. Gregory, Gold, 4.70; Edgehill Mining, 3.50; Montana Gold, 0.51; Quartz Hill, 1.05; Rocky Mt., Gold, 0.12; Rynd Farm Oil, 0.17; Smith and Parmalee, 4.00; United States, petroleum, 1.25; Wallkill Lead, 0.15.

Philadelphia.—Elmira and Williamsport 5s, 61; Phila. and Reading 6s, 1844-'80, 92; West Jersey R. R. 6s, 92; Belvidere Delaware 2d mort., 88; Pa. and N. Y. Central 7s, 94¾; Lehigh Nav. 6s, R. R., loan, 88¼; Western Penna. R. R. bonds, 82; Pemberton and Hightstown R. R. bonds, 100; North Pennsylvania 7s, 90; Fifth and Sixth streets R. R., 36; Thirteenth and Fifteenth, 15; Delaware Division Canal, 50; Wyoming Valley Canal, 35; Pennsylvania State 5s, 1870, 100½; Big Mt., Coal, 5⅞; Locust Mt. 47¾; Ocean Oil, 1; Mechanics' Bank, 31⅛; Central National Bank, 121; Consolidation Bank, 44; Commonwealth Bank, 61; Bank of North America, 241¾; Manufacturers' Bank, 31⅛; Farmers' and Mechanics Bank, 128½; Girard Bank, 60. The latest quotations are: City 6s, 99¾@100; do., free of tax, 103⅝@103⅞; State 5s, reg., 100@100; do., coupon, 99¾@100; do., 6s, W. L., 101¾@103; Reading, 45¾@45¾; do., 6s, 1870, 104@105; do., bonds, 93@—; Camden and Amboy, 126@127; do., mort. 6s, 1889, 96¾@97; do., 1883, 89@—; Penn. R. R., 52½@52¾; do., 1st mort., 100@100½; do., 2d mort., 99½@100¼; Little Schuylkill R. R., 44½@44½; Morris Canal, 33@50; do., pref., 70@72; do., bonds, 86@90; Wyoming Valley Canal, 34@35; do., 6s, 80@81; Susquehanna Canal, 14@15½; do., 6s, 59@60; Sch. Nav., 11@12; do., pref., 19@19½; do., 6s, 1882, 69¾@70½; Union Canal bonds, 12@13; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 31@31½; do., pref., 42@45; do., 7s, 1873, 93¾@94¼; do., 5s, 60@62; Lehigh Coal and Navigation, 21@21⅜; do., bonds, 1884, 82@82¼; North Pennsylvania, 33@34; do., 6s, 90@90; Philadelphia and Erie, 26@26¼; do., 6s, 91@92; Minehill, 55¾@56; Catawissa, 9½@12; do., pref., 33@33½; Lehigh Valley, 55¼@55½; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 51@51; West Philadelphia, 62@66; Spruce and Pine, 23@24; Green and Coates, 31@—; Chestnut and Walnut, 44@50; Thirteenth and Fifteenth, 15@16; Girard College, 26@27; Tenth and Eleventh, 66@75; Union, 43@44; Hestonville, 10¼@10½.

Boston.—Ogdensburg and Lake Champlain pref., 104; Connecticut and Passumpsic Rivers R. R., 91; Troy and Greenbush pref., 45½; Indianapolis and Cincinnati, 26½; Union Pacific R. R. 6s, gold, 100½; Old Colony and Newport 6s, 96½; do., 7s, 103; Burlington and Missouri River 8s, 104; Sandusky, Dayton and Cincinnati 6s, 1900, 75; Boston, Hartford and Erie 7s, new, 62; do., scrip, 50; Vermont Central and Vermont and Canada 8s, 103; Vermont Central 1st mort. 7s, consolidated, 81¾; do., 2d mort., 42½; Central Pacific R. R. 6s, gold, 100¾; Rutland and Burlington 1st mort., 152; North Missouri 7s, 88½; Boston Water Power Co., 16¾; Cary Imp., Co., 10¼; Ophir (N. S.) gold, 1.12½; New Hampshire 6s, 1873, 100⅛; Massachusetts 6s, 1876, gold, 126½; do., 5s, 1883, gold, 112½; do., 6s, 1871, gold, 129; Cook Co., Ills. 7s, 99¼; Portland 6s, 1887, 93¾; do., Building Loan, 98; do., R.R. Loan, 94¼; Chicago 7s, River Imp., 99⅛; do., sewerage, 1880, 99½; do., municipal, 1887, 99½; do., W. L., 99⅞; St. Louis 6s, 1878, S. F., 90; do., 1886, municipal, 86⅛; do., 1877, W.B., gold, 105; Pittsfield, Mass., 5½s, 1878, 85¾; Boston 5s, 1877, gold, 114⅛; do., 1878, gold, 113; do., 1876, currency, 102⅛; Salem 6s, 1883, W.L., 100; Albany 6s, 1879, 95; Atlas National Bank, 119½; Boston National Bank, 125; Blackstone National Bank, 135⅛; Eagle National Bank, 118; Globe National Bank, 130¾; Hide and Leather National Bank, 100; Merchants' National Bank, 126; North National Bank, 120; National Bank of Commerce, 125½; State National Bank, 108; Traders' National Bank, 101½; Washington National Bank, 133⅜; Allouez Mining Co., 3¾; Calumet, 35; Hancock, 4¼; Superior, 75c.

Baltimore.—Richmond and Danville R.R. bonds, 72¾; Western Maryland bonds guar. by Washington Co., 86¼; do., 2d mort. guar., 91½; Orange and Alexandria R.R. bonds, 79½; North Western Virginia 2d mort., 92; Central Ohio 1st mort., 87; Wilmington and Weldon 7s, gold, endorsed by North Carolina, 90½; Virginia 6s, old, reg., 45¼; Union Bank, 60½; National Exchange Bank, 100¼; Bank of Baltimore, 115; Mechanics Bank 10½. The latest quotations are: Balt. and Ohio, 123@124; do., 6s, 1875, 96@96; do., 1880, 96@96; do., 1885, 97½@—; Northern Central, 48@49; do., bonds, 1885, 84@84½; do., 1900, 83@—; Parkersburg Branch, 26@27; N.W. Va., 1st mort., 96@—; do., 2d mort., 91@93; do., 3d mort., 1873, 90½@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 93@93½; do., 2d mort., 78@78½; Central Ohio, 34½@35¼; do., 1st mort., 87⅜@88; Western Md. 6s, 1890, 80@—; do., guar., 85@—; Baltimore 6s, 1875, 98¼@98¾; do., 1886, 97@97; do., 1890, 97@97½; do., 1893, 96@97; do., 5s, 1838-'70, 80@—; City Passenger R. R., 18@18¼; George's Creek, 52@57; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

Pacific Railroad Mortgage.

The mortgage for $7,000,000, which has recently been executed by this company, is to secure the bonds issued by the company to pay the five millions purchase money for the road, under the legislative act of last winter, and one million and a half of bonds known as the Dresden bonds, given some time ago for work on that part of the road west of Dresden; and the remainder is to be applied to change the gauge of the road so as to conform with the Kansas Pacific Railway, and place the road in complete and effective working order. The amount of the purchase money will probably be paid in Missouri State bonds, which will reduce the State debt to that amount. The mortgage is in favor of Uriel A. Murdock, James Punnett and Luther C. Clark. The bonds are to run twenty years, are payable in gold at New York, and bear six per cent. interest. A copy of the act above alluded to will be found in another part of this week's issue.

☞ The Housatonic Railroad Company has been compelled to pass the July dividend on the preferred stock. The reason is the large amount of broken rails which must be replaced by new ones.

☞ Work has been resumed at the western end of the Hartford Providence and Fishkill Railroad.

Railroad Earnings.—Weekly.

The earnings of the Western Union Railroad for the 4th week in July, 1868 ..... $18,958 60
Corresponding week previous year 18,018 56

Increase $940 04

The earnings of the Chicago and Northwestern Railroad for the 4th week in July, 1868. $381,610 93
Corresponding week previous year .. 293,632 95

Increase $87,977 98

The earnings of the Chicago and Alton Railroad for the 4th week in July, 1868 .. $123,803 71
Corresponding period previous year . 95,889 27

Increase $27,914 44

The earnings of the Detroit and Milwaukee Railroad for the fourth week in July, 1868, were $29,604 53
Corresponding week of 1867 ..... 29,978 15

Decrease $373 62

The earnings of the Michigan Southern and Northern Indiana Railroad for the 4th week in July, 1868, were $98,671 70
Corresponding week of 1867 ..... 116,702 44

Decrease $18,030 74

The earnings of the Chicago and Rock Island Railroad for the fourth week in July, 1868, were $82,100 00
Corresponding week of previous year .. 67,339 00

Increase $14,761 00

The earnings of the Milwaukee and St. Paul Railroad for the fourth week in July, 1868, were $122,600 00
Corresponding week of previous year 104,303 00

Increase $18,297 00

Intercolonial Railway Loan.

This loan, tenders for which have just been received in London, consists of £1,500,000 Canada 4 per cent. bonds, guaranteed by the home Government, and £500,000 Canada 5 per cent. bonds, both to be repaid October 1, 1893. Interest to commence July 1. The loan is payable in instalments, as follows: 20 per cent. on allotment, 25 per cent. on 13th October, 25 per cent. on 12th January, 1869, and the balance (30 per cent.) on 13th April, 1869. The bonds are in sums of £100, £500, and £1,000, and will be delivered in exchange for scrip as soon as practicable. The present £2,000,000 thus raised is a half of that to be had for the line, all of which is already authorized—£3,000,000 under the Imperial Government guarantee of 4 per cent., and £1,000,000 under the Canadian 5 per cent.

The tenders for the above were numerous, the total applications reaching to about £8,000,000. The entire loan, except £73,200, which was taken by various parties at prices ranging from 105¾ to 106⅛, was allotted to Messrs. Cazenove & Co., on a tender for £2,000,000 at £105⅝, which was stated to be made for Messrs. Rothschild.

☞ The citizens of Houlton, Me., have in contemplation the construction of a railroad from that town to connect with the St. Andrews Railway at the nearest station. The distance is eight and a half miles, and the estimated cost, by the engineer, is but little over $17,000 per mile.

☞ We learn that the location of the Knox and Lincoln Railroad has been completed, and that the directors are now ready to receive proposals to build sections of one mile or more from Bath to Rockland, a distance of forty-six miles.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of July, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool.....	$1,161,602	$1,113,286
" cotton...	854,512	892,539
" silk	749,014	1,286,243
" flax	562,152	596,587
Miscellaneous dry goods..	396,989	339,598
Total entered for consump.	$3,724,269	$4,228,253

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool.....	$546,904	$834,730
" cotton...	182,032	145,656
" silk	201,938	238,794
" flax	233,437	225,897
Miscellaneous dry goods..	90,108	36,252
Total withdrawn from warehouse	$1,254,419	$1,481,329
Add entered for consump.	3,724,269	4,228,253
Tot. thrown on the market..	$4,978,688	$5,709,582

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool.....	$1,838,768	$1,422,274
" cotton...	213,522	324,188
" silk	386,133	614,031
" flax	271,487	320,341
Miscellaneous dry goods..	98,396	62,460
Total entered for wareh'g..	$2,808,306	$2,743,294
Total entered for consump.	3,724,269	4,228,253
Total entered at the port..	$6,532,575	$6,971,547

The imports of foreign dry goods at New York for seven months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$8,817,833	$7,361,100
" cotton..	7,109,906	6,153,939
" silk	6,558,895	9,359.689
" flax	5,139,699	4,672,698
Miscellaneous dry goods.	3,552,956	3,298,522
Tot. entered for consump.	$31,179,289	$30,845,948

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$9,669,788	$5,825,806
" cotton..	5,021,601	2,859,762
" silk	4,369,193	2,284,657
" flax	4,460,824	3,027,177
Miscellaneous dry goods.	993,192	1,092,483
Total withdrawn from warehouse	$24,514,598	$15,089,885
Add entered for consump.	31,179,289	20,845,948
Total thrown on the market.....	$55,693,887	$45,935,833

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	$10,099,237	$6,055,151
" cotton..	4,384,584	2,421,551
" silk	3,671,595	2,380,469
" flax	2,980,874	2,083,168
Miscellaneous dry goods.	1,116,281	1,075,084
Total entered warehouse.	$22,252,571	$14,015,423
Add entered for consump.	31,179,289	30,845,948
Total entered at the port..	$53,431,860	$44,861,371

☞ The Darlington (Wis.) *Union* says that the project of building a railroad from Gratiot to Shullsburg, and thence to the Mississippi river, has been revived, and it is reported that Shullsburg has raised, by tax and by private subscription, the sum necessary to insure its success—$100,000.

Grain Trade of Buffalo.

The eastward movement of flour and grain, through Buffalo, from January 1st, to August 1st, 1868, shows an increase over last year of 164,344 barrels, and 3,275,487 bushels of grain. The following table showing the imports of flour and grain at Buffalo from the West, by lake and Grand Trunk Railway, for the month of July, and since January 1, 1868, as compared with previous years:

FOR THE MONTH OF JULY.

	Flour, bbls.	Grain, bush.	Grain, includ'g Flour, bush.
1868.....	66,222	4,119,665	4,450,775
1867.....	70,694	4,945,333	5,298,803
1866.....	132,265	7,854,136	8,517,261
1865.....	183,988	5,300,073	6,220,013
1864.....	242,831	4,911,734	6,125,889
1863.....	226,787	8,380,142	9,514,077
1862.....	294,844	8,612,215	10,076,435
1861.....	197,274	6,025,309	7,911,679

FROM JANUARY 1ST TO AUGUST 1ST.

	Flour. bbls.	Grain, bush.	Grain, includ'g Flour, bush.
1868....	421,552	14,809,756	16,417,516
1867....	257,208	11,034,269	12,320,309
1866....	473,067	24,399,029	26,764,364
1865....	813,672	15,795,250	19,863,620
1864....	1,054,391	18,785,671	24,067,626
1863....	1.155,079	26,064,496	32,339,891
1862....	1,254,398	22,591,524	28,863,514
1861....	659,856	17,473,113	20,776,393

The following will show the canal exports of flour and grain from the opening of the canal May 1st, to August 1st, for 1865 and 1866, from May 6th, 1867, and May 4th, 1868, to August 1st:

	1866.	1867.	1868.
Flour, bbls....	13,825	324	374
Wheat, bush...	1,801,365	298,592	1,677,556
Corn, bush....	11,417,330	5,868,743	6,878,435
Oats, bush....	4,627,808	1,565,758	3,022,419
Barley, bush..	73,515	46,350	13,460
Rye, bush....	367,971	86,320	13,177
Total grain, bu.	18,287,989	7,866,263	11,605,047

Georgia Air Line Railroad.

We notice that a bill has been introduced in the Legislature of this State to aid in the building of the Georgia Air Line Railroad. This road will start at Atlanta and take the straightest and most feasible route through Northeast Georgia, requiring about one hundred and ten miles of road in this State. This road will afford employment to thousands of persons, and open a market for the surplus produce of the counties of De Kalb, Gwinnett, Jackson, Hall, Banks, Franklin, Hart, Madison, Habersham, White, Rabun, Towns, Milton, Fanin, Gilmer, Forsyth and other counties which heretofore have been shut out from market, giving them the privilege of a home or more eastern market. This is to be a part of the great Southern Pacific road, which will be tapped at hundreds of points, and will bring all Georgians to a nearness with each other. The aid asked does not require the State to advance or pay one dollar; but merely lend its countenance, after twenty miles of the road are built and equipped, to indorse bonds to the value of about one-third of the road when finished, and take a first class mortgage on the same, to enable the company to build another twenty miles. The security offered is ample, and places it beyond a probability of ever causing the State to advance or lose one cent. In view of these considerations, we hope that no sectional feelings will spring up, and that members will rise superior to such thoughts, and with one united struggle give the old ship-of-state a new launch in another direction, and let her sail on gloriously as she did in the days of her former prosperity.—*Atlanta Constitution.*

Pacific Railroad of Missouri.

This company having been requested, by resolution of the House of Representatives, to report what measures, if any, had been taken by it to conform the gauge of said road to the gauge of the Union Pacific Railway, and what the probable cost of such a change would amount to, as well as the time necessary to accomplish the same, replied through the president, under date January 10, 1868, as follows:

That the subject of the change of gauge has been heretofore frequently and seriously discussed, and the necessity of such change has been decided by this Board as imperatively demanded by every consideration of policy and interest, and such change this road has unanimously decided to make at the earliest possible moment. The change involves much expense and time, neither of which can this company feel justified in undertaking while the present relation of this road to the State continues, meaning, hereby, to refer to the power the State may have to dispose of her claim at any time; which power operates to depress the credit of the company whenever they attempt to negotiate largely to carry out such expensive alterations as the "change of gauge." With the above remarks, the Directors beg leave, respectfully, to say that the cost of locomotives, originally new, to supply the absence of old, while being altered, would be $300,000. These would not be lost, as shortly after the whole change is made they would be probably required for increased business. Alterations of rolling stock would cost, economically done, say $350,000; labor in withdrawing the rail, say $80,000; new iron required, $200,000, or an aggregate of $930,000.

The interruption to business would be serious for a short time, and cannot be estimated with accuracy. The time required to make this change would be economized much by dividing the road into three sections, say from Kansas City to Warrensburg, Warrensburg to Jefferson City, and from Jefferson City to St. Louis, doing the work by three sections, and arranging for transfers at unfinished points. The change might be fully effected within one year.

☞ The breaking of the ground on the Belfast and Moosehead Lake Railroad was celebrated at Belfast Me., on the 4th inst., by the ringing of bells, firing of cannon, and a procession. Addresses were delivered by several gentlemen. A large concourse of people was present.

☞ The construction of the Plymouth and Vineyard Sound Railroad has recently been proposed to the president and directors of the Old Colony and Newport Railroad Company. After a thorough discussion, general conclusions were reached favorable to the building of the road. Experienced contractors are to examine the route with a view to verify the estimates.

☞ The survey of the route of the Frederick and Pennsylvania Line Railroad has been commenced, under direction of Captain Robert Irwin, of Baltimore. The road will connect with the Western Maryland Railroad at Monocacy, to which point the latter road will be completed in three months.

☞ The subscription books for stock in the Portland and Ogdensburg Railroad will be opened on the 20th inst. at Portland, Westbrook, Gorham, Standish, Baldwin, Sebago, Cornish, Hiram, Denmark, Brownfield, Fryeburg, Bridgton—towns in Maine on the proposed route. Indications are that the subscriptions will be large and speedily made.

Macon and Brunswick Railroad.

The grand measures for the immediate completion of this road have been inaugurated, and the work will now go forward as rapidly as human hands can make it. The company hope to have it ready to transport the cotton crop of 1869, but this is too short a time to do such an amount of work. If we go through by next Christmas year, it will be the quickest road of the length ever built. We cannot too often congratulate our city upon the early prospects of securing the new outlet to the sea. It will give it, together with other roads now in successful operation, advantages over every other city in the State, and at once infuse new life into every other branch of business and trade.—*Macon (Ga.) Journal, July 30.*

☞ A new suspension bridge is being constructed over the Niagara River, and the cables will be stretched across the river some time next week. A large force is engaged in the work of construction, and it is believed that the bridge will be ready for the use of the public by the middle of October.

☞ The directors of the Portland and Kennebec Railroad are putting the road in fine order. Some 25,000 new sleepers and nearly 800 tons of new rail are being laid along their line, besides new station houses, cattle sheds, and other buildings at various places.

☞ The surveys on the Nashua and Rochester route are all made, and as soon as the Portland and Rochester road is completed to Rochester, the building of the Nashua and Rochester will be put under contract. The Portland and Rochester Railroad is now completed to Waterborough, and the prospects of its early completion to Alfred are good.

☞ The Mount Washington Railroad will be completed to the top of "Jacob's Ladder," within three-fourths of a mile of the summit, by Monday next. Length of road now completed, two miles.

☞ Track laying has commenced on the Winneconne division of the St. Paul road. The arrangements for work are such that in two weeks the iron will be laid and the cars running to Winneconne. The iron for the road is all on the ground. It is hoped by the people on the line that the road will be extended to Neenah and Menasha as soon as possible.

☞ There are now on the line of the Boston, Hartford and Erie Railroad, between Williamantic and Putnam, five construction trains, three steam excavators and over one hundred cars, at work grading the road.

☞ Mr. Crosby, of Williamsburg, Mass., has been elected president of the Williamsburg and North Adams Railroad Company, and Henry J. Barker of South Adams, surveyor. Work is to be immediately commenced on the road.

☞ The following gentlemen have been elected directors of the Leeds and Farmington Railroad Company: Wm. J. Rotch, of New Bedford, Henry M. Payson and John W. Perkins of Portland, Daniel Holland of Lewiston and Joseph Pettingill of Livermore.

☞ The Northeast and Southwest Alabama Railroad, with its appurtenances, is to be sold at Montgomery, Ala., on the 10th of September.

☞ The rails on the Dexter and Newport Railroad have nearly reached Dexter.

"English Copper Co." Rails.

2,000 TONS of this well known make, fifty-six pounds per yard "Erie" pattern, to arrive at this port, and for sale by

HEYERDAHL, SCHONBERG & CO.,
4t32 22 William street, New York.

"EBBW VALE"
50 lbs. Erie Pattern.

1,000 TONS for sale from yard, 26 feet and shorter bars.

HEYERDAHL, SCHONBERG & CO.,
4t32 22 William street, New York.

Notice to Contractors.

PROPOSALS will be received for Grading and Bridging the third (3d) Division of the Junction and Breakwater Railroad, from Georgetown, Delaware, to the Bay Shore at Lewes, 15½ miles, until the 22d day of August, 1868. For specifications, plans, &c., &c., call on Hon. JOHN W. HOUSTON, Prest., at Milford, Delaware, or M. C. CONWELL, Engr., at Georgetown, Delaware.
Aug. 3, 1868. JOHN W. HOUSTON, Prest.

Godeffroy Brancker & Co.

42 Exchange Place, New York,

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SPECIFICATIONS
FOR
PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermilionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermilionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say $160,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermilionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party, in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgon for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisement, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of $5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O., O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

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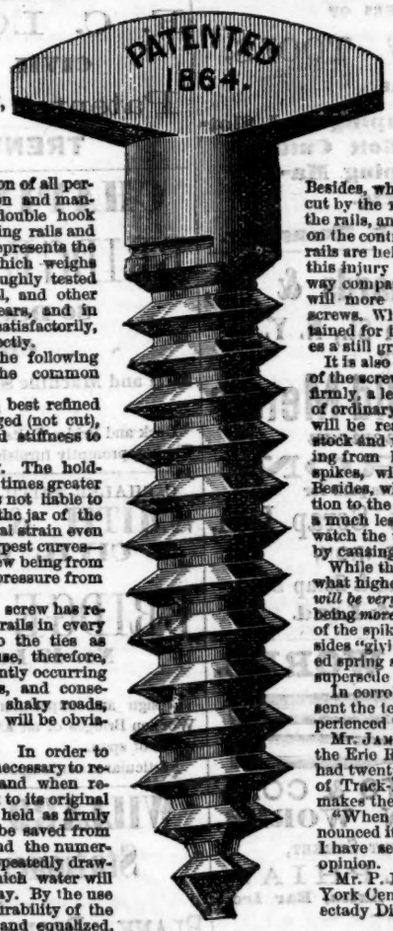

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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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